# THE EVENING TELEGRAPH.

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## FIRST EDITION

## THE WAR IN EUROPE.

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### THE WAR IN EUROPE.

### MAYENCE.

**The French Quadrilateral and the Prussian Fortress which it Encounters.**

Last night despatches from London, giving the reported plan of campaign on the part of the French army, states that it is being concentrated within the quadrilateral formed by the towns of Nancy, Thionville, Strasbourg, and Mayence. The last named is a formidable Prussian fortress, and the proximity of a portion of the French army to it is doubtless the cause of flooding the ditches surrounding the forts as a precaution against an assault.

**The Fortress of Mayence,**

the German name of which is Mainz, and the English Mentz, is a town of Hesse-Darmstadt, in the province of Rheinhessen, and one of the most formidable strongholds of the North German Confederation. It is situated on the left bank of the Rhine, nearly opposite its junction with the Main, about forty miles west of Frankfort, and has a population of about 40,000, exclusive of the military.

Its peculiar position has caused it to be greatly coveted by the French, to whom it belonged from 1801 to 1815, when it was allotted to the Grand Duke of Hesse-Darmstadt by the treaty of Vienna, the fortress being assigned to the old Germanic Confederation, and garrisoned by the Prussians and Austrians in common, usually with a force of about 8000 men. After the decisive defeat of Austria in the late contest, it was agreed by the treaty of Prague that its fortifications should be dismantled and its garrison withdrawn. This stipulation was insisted on by Austria, but the Prussians have never carried out the conditions, and Mayence is at this moment one of the strongest cities in the world; in fact, as the cable despatches say, since the ditches surrounding the forts have been flooded, almost impregnable.

**The Fortifications.**

The town is surrounded with a bastioned wall, which in parts is new, while the larger portion is very old. The moat is dry, except on the north front. On the south side is the citadel, with its two bastions and the Eigelstein. A row of ports and lunettes surrounds the first wall, a little in advance; and still further out, but not far, are several detached forts, some of which occupy higher ground than the low plain of the city. The largest of these is Fort Weisenau, which has a good position on high ground opposite the mouth of the Main. Below the town, on the Bingen side, a fourth line of works has been commenced, considerably in advance of the third, since good ordnance can reach the city over all three lines as they now stand.

It is connected by a bridge of boats, nearly 1700 feet long, with the opposite and strongly fortified town of Castel, which forms a large bridge-head to the pontoon-bridge. It is composed of five bastions, with a ditch filled with water, and with four lunettes covering the curtains. A short distance below Castel, and connected with it by a wall, lies Fort Montebello, a work of some strength, which could be very useful in case of an attack from the direction of Biebrich, or in case a crossing should be attempted by way of the two slightly fortified islands, Peter's Aue and Ingelheimer Aue. A small fort stands in either angle of the two formed by the junction of the Main with the Rhine, and good intrenchments connect the lower fort with Castel. Gustavus Adolphus fortified this point in the Thirty Years' War.

Mayence is connected with Frankfort by a railroad and a railroad bridge spans the Rhine above the junction with the Main, protected by a new bridge-head on the right bank, and by Fort Weisenau on the left.

The importance of holding firm possession of the mouth of the Main cannot be estimated too highly. Custine took advantage of the weakness of the place, in the campaign of 1792, and with a comparatively small army operated so successfully in the rear of the Prussians as to hasten their retreat and throw the contest back upon German soil. The Main is navigable as far up as Bamberg, and is connected with the Danube by a canal running parallel with the Regnitz. Political changes have rendered this line between the Rhine and Danube far less important for military uses than when Wartensleben, and Jourdan, and Napoleon I operated on it. The Main, however, is always likely to play some little part in any great struggle on the Rhine. Its lower course communicates directly between the fortress at Mayence and the great railroad centre at Frankfort. Sixty miles further up it passes the fortified old town of Wurzburg, with its stone bridge and easy communication in almost every direction. And from the head of navigation at Bamberg, a railroad follows the upper Main northward, via Hof, to Altenburg and Leipsic; and good carriage roads lead to Schleitz, or to Coburg and Rudolstadt.

### THE DOGGER BANK.

**The Cruising Ground of the French Fleet—The Endangered Cities.**

Rumors are still current that a powerful French fleet will proceed at once towards the Baltic, under command of Vice-Admiral Count Bovet Willaumez, to operate against the Prussian coast defenses, and with special reference to the occupation of the disaffected country of Hanover. We have already given an account of the marine defenses of Prussia which this French fleet will encounter, but something about the cruising ground of the latter will be found interesting:—

A reference to the map will show a long peninsula jutting out into the North Sea from Northern Germany. This peninsula, part of the kingdom of Denmark, includes the provinces of Schleswig, Holstein, and Jutland. It is almost severed from the mainland by the estuary of the Elbe on the west and the Gulf of Lubeck on the east. Stretching from the peninsula of Jutland across the North Sea almost to the English coast is a submarine shoal known as the Dogger Bank; like the banks of Newfoundland, famous for its cod fisheries. On this Dogger Bank was fought a naval action, famous in English history, between the English and Dutch. The French fleet are ordered to the Dogger Bank, being a convenient point from which to watch the Elbe, and also to make for the entrance to the Baltic, so soon as the state of doubt and hesitation shall have been ended by a formal declaration of war and commencement of hostilities. Prussian naval operations cannot be of any serious importance in the war, compared with the powerful naval preponderance of France. But the French fleet, by moving north, will be ready to blockade the ports, and to crush the German foreign trade, for which a pretext can readily be found. Even if the Northern States and free cities should be unwilling to side with Prussia, they will be equally unwilling to sympathize with France.

Should the French fleet be ordered to act against the German ports, the great city of Hamburg, the principal emporium of German commerce, will suffer early. Hamburg is on the Elbe, and any check on its commerce would be a terrible blow both to the sentiment and to the interest of Germany, for every German is identified in feeling with the prosperity and grandeur of Hamburg or Bremen. Bremen is situated on the Weser, at a considerable distance from the sea, and although not exposed to the same danger of military occupation as Hamburg, which in the wars of the first Napoleon was once under the iron grasp of the terrible Davoust, would probably suffer as severely in her commercial interests.

The principal German ports in the Baltic are Memel, Pillau, Konigsberg, Dantzic, Colberg, Swinemunde, Stettin, Wolgast, Stralsund, Kiel, and Flensburg. On the North Sea Prussia has Altona, Harburg, Geestemunde, Leer, and Emden, in addition to the leading commercial seaports.

**The Baltic Ports.**

Of the Baltic ports we have already described Kiel, Dantzic, and Stralsund.

Memel is defended by a citadel consisting of four bastions, with randines and half-moons, and is divided into three quarters—the Old, New, and Frederick towns, with three suburbs. Its trade is very extensive, and consists chiefly of timber, flax, hemp, potash, linseed, and colonial produce. These are exported principally to the United States and England. Ship-building is carried on at this port, which owns 106 vessels, having a total tonnage of 47,164 tons. Ships to the number of 2500 (of 550,000 tons) annually enter and leave the port, and numerous steam packets maintain communication with many of the other Baltic ports. The harbor is large and safe, and has a depth of water of from 14 to 17 feet. It is provided with extensive docks and has a good lighthouse.

Pillau is a small seaport at the entrance of the Frische Haff, twenty-five miles west from Konigsberg. It derives a thriving trade on account of vessels of large burden unloading there, as the inlet to the Haff has not more than twelve feet of water. Vessels of light draft usually proceed to Konigsberg. The number of vessels arriving annually is about 700 (of about 100,000 tons); of these, about one-third are British.

Konigsberg is on the Pregel, five miles from its mouth in the Frische Haff. It is in railroad communication with Berlin, from which it is distant 338 miles. This fortified city consists of the town proper and four suburbs. The former is divided into three parts, the Altstadt or Old Town, situated on the west; Lohenicht on the east, and Kneiphof, situated on an island formed by the Pregel, which, before entering the town from the east, divides into two arms. There are seven bridges between the island and the opposite banks.

The trade of the port is principally the export of grain, and in its shipbuilding yards a considerable number of small vessels are annually constructed. Much attention has been given to the fortifications. The general principle kept in view, according to the Prussian engineers, is that the fortress may be composed of detached parts, each having its separate commander and garrison, with separate and independent detached works. Thus, the bastions are detached from the curtains; redoubts are in like manner detached; the scarp is detached on all parts excepting the faces and parts of the flanks of the bastions. On some of the fronts the ditch is filled with water from scarp to counterscarp, when there is a masonry casemated caponiere in the centre of the curtain (instead of the flat earthern bastion), flanking the faces of the bastions with five guns.

Colberg is a strongly fortified seaport in Pomerania, twenty-five miles west of Coslin, on the Persante, near its mouth, in the Baltic. It sustained a siege in 1806. The population numbers about 120,000. A moderate trade is transacted at this port.

The Oder is not unlikely to be the scene of naval operations and to be selected for, if possible, effective blockade. Swinemunde, near the mouth of this river, is the port where large vessels bound for Stettin, thirty-six miles inland, unload. The entrance to the Oder is defended by two sea-coast batteries, one on the right and the other on the left bank. The latter consists of a circular brick redoubt of 80 feet diameter, in the centre of a pentagonal earthen work.

The lower story of the redoubt is arranged with loopholes for musketry, above which are two tiers of 20 guns each, under bomb-proof casemates, above which is a barbette battery of the same number of guns. The fort on the *right bank* is a much larger and more important work than the other. It is a brick casemated battery of three faces, bearing on the channel, having two casemated tiers, and an open embrasure battery over the casements, with *brick* parapets, the only one seen exposed to a ship's battery. This fort mounts 63 guns. It is in a bend, and so directed that a vessel has to come bows on to the lower front until quite near it.

Should war vessels of light draft pass these ports, and escape the torpedos, which will no doubt be used, they would be confronted at the important city of Stettin by its formidable fortifications. It has been a fortified city for a long period, and undergone several sieges. It was occupied by the French from 1806 to 1813. About two thousand ships enter and sail from the Oder annually. The population of Stettin is about 65,000, and its trade is principally in general produce. It is connected by rail with Berlin, from which it is 79 miles distant, or somewhat less than the proximity of New York to Philadelphia.

Wolgast is in Pomerania, near the mouth of the Peene, in the Baltic. It is about 33 miles from Stralsund, and has a population of about 5000 persons.

Flensburg has also been recently acquired from Denmark by the war of 1864. It is an ancient town, and was the scene of hostile operations in 1848, when the Germans took possession of it. It trades with the West Indies, and does a moderate shipping business.

**The Ports on the North Sea.**

Hamburg, to the precarious situation of which, as well as of Bremen, we have alluded above, has since 1866 been in the North German Confederation, and is now regarded as subject to all the fortunes of war. The State embraces a territory of 146 square miles, with a population of 305,507 inhabitants. The city, which is situated on the right bank of the Rhine, 70 miles from its mouth, is not fortified. In 1866 there belonged to the port of Hamburg 509 vessels, having a total tonnage of 241,000 tons. The mercantile navy of Hamburg is more than eight times that of Belgium. Her trade with Great Britain alone amounted to $140,000,000 in 1868. The emigration to this country from Hamburg is very large. In 1867 there embarked 38,214 emigrants, in 93 vessels, at that port. Through it and Bremen almost all our trade with Germany is transacted.

Bremen, so well known as the chief port of the German-American mail steamship traffic, is situated on both banks of the Weser, 59 miles southwest of Hamburg. In 1867, 16 steamships, making 37,921 tuns, and 287 sailing vessels, making 231,174 tuns, belonged to this port. In 1867, 73,971 emigrants embarked at Bremerhaven for the United States.

Lubeck, on the Trave, 10 miles from its mouth, was stormed by the French in 1806 and subsequently annexed to France. The State comprises a territory of 127 square miles, with a population of 48,538. Lubeck possessed at the commencement of 1868 59 sea-going vessels, among them 13 steamers.

Altona, situate on the right bank of the Elbe, a little below Hamburg, was acquired by Prussia from Denmark in the war of 1864. It has extensive railroad communication, and has made rapid progress in shipping and commerce. About 5000 ships visit the port annually. It was occupied without resistance in 1864.

Harburg is on the south bank of the Elbe, and is 4½ miles below Harburg. It is surrounded by walls and has a citadel.

Leer and Emden are Hanoverian seaports of minor importance; the latter is fortified.

### PRINCE LEOPOLD.

**When His Candidature was First Broached—Prim's Speech in the Cortes on June 11.**

A European correspondent of the New York *Tribune*, alluding to the candidature of Prince Leopold for the throne of Spain, writes as follows:—

It would seem that all parties might have been on their guard, for it is not the first time that the candidate in question has been brought forward. In Prim's famous speech, made on the 11th of June in the Cortes, describing his search for a king, he spoke of one whom, he said, he could not name, but who united in his person all the requisites for a monarch, being a man of full age and a Catholic, married and having children, and who would have fulfilled all their desires if he could have been brought to accept the throne. Now, at the time this speech was reported there were several English journals and at least one or two French ones, *Le Temps* among them, which put their fingers on this mysterious Prince at once and named him—that is, called him—a Prince of Hohenzollern, which was quite enough, if they did get his first name wrong, and mistook him for his younger brother Frederic. One would have thought that diplomatists would have had too keen a scent to be led away by Marshal Prim's manœuvers; but they were, and none of the Government journals had any suspicion that it would be worth while to find out who this unnamed candidate might be, and keep an eye on him.

**How the Negotiations Between Prim and Prussia Were Conducted.**

The Paris correspondent of the London *Telegraph* says:—

I hear that the negotiations between Prim and the Prussian Government—which have certainly been kept dark in the most admirable manner—have been mainly conducted by two gentlemen—the one, Don Rances y Villanueva, whose recent journey from London to Ems did not excite the least public attention or comment, and the other a Prussian officer temporarily attached to the Prussian mission in Madrid. It is no exaggeration to say that the announcement made on Sunday afternoon by telegraph to the French Foreign Office, and shortly afterwards confirmed by message from M. Mercier—who had been dining with Marshal Prim, and to whom M. de Reus imparted the whole transaction after dinner—to the Duke de Gramont, took the French official world, completely by surprise and rendered their Sunday night a very uneasy one."

### GERMANY IN AMERICA.

**Immense Gathering in New York—Speeches by Gov. Salomon and Carl Schurz.**

The Germans of New York held a mass meeting at Steinway Hall last evening, in order to give vent to their sympathies with the country of their birth and its cause in the present European war, and to take steps for extending practical aid for the widows and orphans of the German soldiers, and to those of their countrymen who may be wounded in the struggle. The hall was filled to overflowing, every inch of it being occupied.

**Governor Salomon's Speech.**

Governor Salomon, on taking the chair, spoke as follows:—During the late civil war of this country the German-Americans stood true to the cause of their adopted country and the flag of the Union, on many a battle-field. The Germans have heretofore shown that they know how to fight and die for their adopted country. We German-Americans believe that in showing our sympathy now to our old country in her just cause in the present struggle, we commit no mistake, for while America is to us the bride, Germany was to us the mother, with whom we join heart and hand now. The man of the 2d December who became Emperor of France by shooting down peaceable men, must now, approaching himself the grave, with ambitious fury, leave to his weak son his rotten throne at the risk of a European war. For this purpose he had thrown the gauntlet before the feet of Germany. By the withdrawal of the Prince of Hohenzollern every shade of a pretext for war was removed. To some extent the war was caused by the character of the French people, who, although they boasted of the highest civilization, willingly listened quite as much to passion as to reason, and believed themselves to be the greatest people of Europe, and therefore were jealous of Germany. This was the reason that the present war was popular at all in France, and why it was possible for it to be commenced by Napoleon. On the other side, Germany, and not Prussia alone, was fihting France. Germany was like one man taking up the gauntlet thrown before her by another that was strictly and bitterly opposed to a united Germany. We German-Americans desire to express to our brothers across the ocean that we look at them with the hope and full confidence that they will nobly perform their duty. We look at them as fighting for a holy cause, and our expectation is that they will stand like one man, and rally around the German flag; that they will stand firm for the German hearth and for the unity and freedom of the old fatherland. We shall feel proud when they are victorious, which they will be. But we must help them, not with our sympathies only, but also by our means. Let us say to them, "Be brave, but most of all be united, and the victory will be yours."

The speech was often interrupted with enthusiastic applause.

**Speech of Senator Schurz.**

Senator Carl Schurz was then introduced to the audience. He spoke as follows:—

I come rather exhausted by other work done in Congress, and I do not know whether I shall be able to address this audience as I wish to do. I expected to enjoy some rest at the close of the session of Congress, and now comes this war-cry from Europe, by which every drop of German blood in this country is thrilled. But not the Germans alone in this country, but the Americans, too, have been thrilled by the European war-cry, and all America speaks at the present moment in the German spirit. A bloody drama awaits us in the old country. War is, of all things, the worst. Woe to the man who commences it without cause, as is the case now. Spain wants a German Prince for her King. France protests. But this protest is nonsense. No sensible man can think of a war of succession, or believe in family alliances, any more at the present day. Such thoughts are over and past with the nations in Europe. His Spanish throne pretext for the war was, therefore, a foul one on the part of Napoleon. His second pretext is, that the French Ambassador had been insulted by the King of Prussia. But that Ambassador treated the King as no gentleman would treat a gentleman. We are here certainly not accustomed to praise kings; but in this case we must say that old King William has acted like a gentleman. He acted according to the German maxim that impolite guests are thrown out of the door. If Napoleon had been treated in a similar manner would he not have acted likewise? The war has not been commenced without cause, but on false, lying pretext. France wants to dictate to Europe. The French nation acts as if it was of better stuff than others. When another power of Europe increases one inch in territory then France wants also to have an increase, while when she increases others need not increase. Such is the history of Europe. France wants, at the head of Romanism, to rule all Europe, and therefore she aims to disturb and prevent the unity of the German elements. The Americans know that in consequence of the modern means of transportation and communication, as steam and telegraphs, there will be soon no talk any more about the equilibrium of Europe, but about the equilibrium of the world. In this equilibrium also America will figure, and she will have no truer and better friend than Germany. Both united will carry their free commerce to all parts of the world. For these reasons, the Americans are on the side of Germany in this war. They sympathize with Germany not only in remembrance of the affair of the Mexican empire, not for the hundreds of millions of dollars from German, next, with which American bonds were bought. Germany's victory will mean the fall of French Imperialism, the lie of armed peace which destroys the welfare of nations and creates oppression and poverty. The great German Middle Empire on the European Continent mean, peace and happiness. Each of us must do what is in his power to make the good and just cause of Germany victorious. He cannot be a good man who forgets a father or a mother, and he cannot be a good adopted citizen who regards his native lanc with contempt. But let us remain within the laws of this country, which do not forbid us to show our brethren across the ocean our sympathies, to admonish them to stand firmly and to assist them by our means. Let us tell them:—"If old Germany stands firmly, the whole German world will be with you." The speech was interrupted by cheers and received with the most enthusiastic applause, and the singers then sung and the band played the German national air, "What is the German's Fatherland?" The other speakers of the evening were Messrs. C. Ottendorfer, Dr. H. von Holst, Sigismond Kaufman, Dr. A. Douai, and General Sigel. The meeting adjourned with three hearty cheers to united Germany. During the evening $20,000 were subscribed on and near the platform for the benefit of the German soldiers and their widows and orphans.

### THE KNIGHTS OF MALTA.

**The Emperor Francis Joseph and the Order—Jerusalem a Centre.**

*Rome (July 4) Correspondence of London Post.*

The order of Malta is just now disputing a point of etiquette, and even of right, with the Emperor of Austria. For the last ten or twelve years the order has entertained the idea of regaining a portion of its ancient prestige by establishing a hospital at Jerusalem. But while hesitating and discussing the ways and means the Prussian Government obtained from the Sultan a grant of the abandoned old house and lands of the order in the Holy City for the present Protestant branch of the order existing in Prussia. The Russian Government has also recently established a similar institution at Jerusalem, so that when the Emperor of Austria made his recent pilgrimage there he found himself the only great continental sovereign not represented by a hospice. The Austrian Consul-General, Chevalier Caboga, being a Knight of Malta, had, however, commenced purchasing property in Jerusalem, announcing his intention of endowing the order with it finally. The Austrian Government assisted him with a grant of 10,000 florins, and suggested to the wealthy Priory of Bohemia the advisability of its contributing largely to the establishment of an Austrian hospice in Jerusalem. As this branch of the order depends, in a great measure, on the Emperor, it will perhaps be able to refuse, but the Lieutenant and Priory of Rome wish the new establishment to depend on the order, whereas the Emperor wants to be its exclusive patron.

We shall see how this difficulty ends; meanwhile the Bohemian Knights have alarmed their superiors here by venturing to assume a new costume of medieval form instead of the scarlet swallow-tail coats worn in Rome.

## SECOND EDITION

## LATEST BY TELEGRAPH.

## CABLE WAR NEWS.

### The River Weser Closed.

### England and Belgium.

### The Reported Battle at Forbach.

### The Cuban Insurrection.

### Successes of the Royalists.

### Advices from the Pacific.

### Financial and Commercial

Etc., Etc., Etc., Etc., Etc.

### *FROM EUROPE.*

**The River Weser Closed.**

BERLIN, July 21.—The mouth of the river Weser has been closed with sunken hulks, to prevent the entrance of vessels of the French navy.

**The Reported Battle at Forbach.**

LONDON, July 21.—The battle which was yesterday reported to have occurred near Forbach was a mere exchange of shots by the sentinels of the customs patrol.

**England and Belgium.**

LONDON, July 21.—The statement made yesterday afternoon that the English Government intends to despatch troops to protect Belgium is generally discredited. The *Daily News* of this morning pronounces the rumor false.

**The German Parliament Voting War Supplies.**

BERLIN, July 21.—The vote in the North German Parliament yesterday for an extraordinary credit of one hundred and twenty millions was unanimous at the first and second reading.

**The Popular Feeling in Paris—A Scene at the Grand Opera.**

PARIS, July 21.—Madame Soss sang at the Grand Opera last evening, and in the third act of *Masaniello* introduced the "Marseillaise," when a scene of excitement and enthusiasm occurred that was indescribable. The audience rose *en masse* and joined in the song, which terminated amid deafening shouts of "Vive la France!"

**The Turkish Reserves.**

CONSTANTINOPLE, July 19.—The *Levant Herald* of to-day announces that the first class of the reserves has been called under arms. This, with the regular forces, makes the Turkish army 300,000 strong. The policy of Turkey is absolute neutrality.

**A Generous Offer.**

BERLIN, July 21.—An enthusiastic German in the State of Illinois has sent a cable telegram to Bismarck promising to give $200 to the captor of the first French flag.

**Bismarck and the Germans.**

BERLIN, July 21.—Count von Bismarck informed the North German Parliment yesterday that the declaration of war was the first and only document officially received from France, proving conclusively that surprise was intended. It is still believed here that Austria will maintain a passive neutrality, without arming.

**A Novel Incident.**

Upon the arrival of the steamship Cimbria at Havre on Saturday, on her regular trip from Hamburg to New York, five hundred Germans, who had paid their passage to America, hearing of the declaration of war, left the ship, returned to Prussia, and enlisted in her armies.

**This Morning's Quotations.**

LONDON, July 21—11·30 A. M.—Consols opened at 89⅜ for money and 89½ for account. U. S. securities quiet. 5-20s of 1862, 80¾; of 1865, old, 80½; of 1867, 80; 10-40s, 79. Stocks heavy. Erie, 15½; Illinois Central, 101; Great Western, 21.

LIVERPOOL, July 21—11·30 A. M.—Cotton opens quiet; middling upland, 9⅜d; middling Orleans, 9½d. The sales are estimated at 8000 bales. Corn 35s. 9d.

### *FROM CUBA.*

**The Rebellion Subsiding.**

HAVANA, July 21.—The Government is in the receipt of favorable despatches from the Eastern Department. The troops are in motion and are killing many of the insurgents. In view of the decrease of the rebellion, Captain-General De Rodas has issued a circular abolishing drumhead court-martial throughout the Island of Cuba except in extraordinary cases. The Government troops have been ordered not to bring any more families forcibly from the insurrectionary districts into the towns. Only those who come voluntarily and those possessing means to support themselves will be brought in. The Colonial Minister has ordered an electors' list to be prepared of all persons paying annually twenty-five dollars contribution. Learned professors are eligible deputies.

The list will also include present voters irrespective of color, as preliminary to the approaching election for deputies to the Cortes.

Captain-General De Rodas has pardoned Martinez, who was sentenced to death. This makes the twelfth person the Captain-General has pardoned since his return to Havana.

**The Funeral of Mrs. Biddle,**

wife of the American Consul-General at Havana, took place to-day, and was attended by the highest Spanish authorities, the consuls of the different nations, and a large number of foreign and American merchants.

**Havana Markets.**

The Havana market is unsettled. Spanish bank notes are quoted at 5@6 per cent. discount. Sugars animated; No. 12 Dutch standard firm at 9½ reals. Exchange on London, 19½@20½ per cent. premium; Paris, sixty days' sight, 4½@5 per cent. premium; on United States, sixty days' sight currency, 9@9½ per cent. discount; on United States, sixty days' sight, gold, 8 per cent. premium; on United States, short sight, gold, 9½ per cent. premium. Freights are dull. Shippers refuse to charter, owing to the unsettled state of the market.

### *FROM THE PACIFIC COAST.*

**A Town Burned Down.**

SAN FRANCISCO, July 21.—The town of Dogburg, California, was entirely destroyed by fire yesterday.

**The Nevada Fire.**

The loss by the late fire in Dayton, Nevada, is over $500,000, and the insurances are light.

### *FROM THE WEST.*

**A Defaulting Contractor.**

CHICAGO, July 21.—A telegram from Washington, Iowa, says that Gabriel Armstrong, subcontractor on the Chicago and Southwestern Railroad, working near that place, decamped on Friday last with $10,000, leaving between four and five hundred hands unpaid, and debts amounting to $25,000. He was accompanied in his flight by his foreman, named Clark, and an under contractor.

**The Heated Term.**

CHICAGO, July 21.—The weather has been terribly hot in this city for the past eight or ten days, the thermometer averaging 93 in the shade. Yesterday at 5 o'clock P. M. it was 96.

ST. LOUIS, July 21.—The weather continues dry and hot. The mercury at 4 o'clock P. M. yesterday stood at 100, and at 6 P. M. at 94.

**Cincinnati Board of Trade.**

CINCINNATI, July 21.—The Board of Trade will this morning consider the means of securing the transportation of freight South during the approaching close of the Louisville Canal. A plan proposed is to lay at New Albany and Jeffersonville tracks to the landing, to connect the railroad between those places, and thus transfer the freight around the Falls.

**Jeff Davis.**

MEMPHIS, July 21.—Jefferson Davis left here yesterday, via the Southern mail route, for Europe, to bring his family home.

### *FROM WASHINGTON.*

**Naval Affairs.**

*Despatch to the Associated Press.*

WASHINGTON, July 21.—The Secretary of the Navy has received a letter from Rear-Admiral Radford, dated the Downs, England, July 7th, in which he says his flagship, the Franklin, arrived at that anchorage on the 5th instant, 17 days from Lisbon.

On the 30th of June, having a case of confluent varioloid on board, the Fleet Surgeon, thinking it probable there would be great danger of infection, and being becalmed at the time, he directed steam to be gotten up, and by its use disinfected the vessel. The sick man was taken on shore and placed in the hospital at Deal, through the kindness of the authorities.

Commander W. D. Whiting has been detached from the command of the Miantonomah and ordered to duty in the Department of Yards and Docks at the Navy Nard, New York.

Lieutenant-Commander Wise and Chief Engineer Zeigler are detached from the Miantonomah, and ordered to Brooklyn.

The order of Captain Clitz to the Navy Yard, New York, and to resume his duties as ordnance officer of that yard, is revoked.

**The President**

and his family left Washington for Long Branch this morning.

### *FROM THE STATE.*

**Fatal Railroad Accident.**

*Special Despatch to The Evening Telegraph.*

YORK, Pa., July 21.—Charles Grund, a resident of this city, engaged in the lime business, was run over by a freight train on the Northern Central Railroad yesterday, at New Freedom Station, twenty-two miles below, and instantly killed. The Coroner held an inquest, and exonerated the company from all blame.

**Obituary.**

EASTON, July 21.—Henry R. Chidsey, a very prominent citizen of this place, and President of the Council, died to-day after a short illness. His funeral will take place on Monday afternoon next.

### *FROM NEW YORK.*

**Coolness Between Ice Companies.**

HUDSON, N. Y., July 21.—The difficulty between the Knickerbocker and Washington ice companies has been renewed. On Tuesday afternoon two car loads of ice were brought to this city from the Shaker village, and before it could be placed on ice barges notice restraining the railroad company from delivering it was issued by Judge Barnard, of New York, and the ice will remain in the cars, where it is wasting at the rate of one-tenth of its weight per day. Innumerable suits at law between the ice companies are pending.

### GENERALITIES.

ANOTHER "KUBLA KHAN."

In that wonderful little poetic fragment "Kubla Khan," which Coleridge declared that he dreamed, we read of "That sunny dome! those caves of ice!" They have discovered the equal of Kubla's caves, in Winnesheik county, Iowa. The workmen upon a road there accidentally opened a cave, from which there was a blast of cold air, and so cold was it at the mouth of the cavern, that ice formed wherever moisture gathered. With such a nice place for a cell as this, one might be tempted in the dog-days to turn anchorite, and to pass the remainder of one's life in a state of beatific refrigeration. At any rate one might give the summers to sanctity and the winters to the other sort of thing.

THE MISCEGENATION QUESTION.

Evansville, Ind., has been much agitated by the nuptials of Peter Vandermede, who belongs to the Dutch order of mankind, and Lucy Ann Bolen, who is of the colored description. The indignant people of Evansville proceeded to disturb the honeymoon by mobbing the newly-married pair, and then both bride and bridegroom were arrested under the State law, which declared their marriage to be a crime. But Chief Justice Walker, taking the matter into consideration, decided the marriage to be a good one, all acts of the State of Indiana to the contrary, and the prisoners were by him discharged. There is many a white man at the South who ought to legitimize his children by marrying their black mother at once.

COUNTING THE COST.

When people are getting up "festivals," it is an excellent plan to count the cost and to be sure of selling tickets enough to defray it. The New York jubilee affords a case in point. So in Cincinnati, after the great and glorious Saengerfest, comes a lively run about the expenses, and especially about the building expenses. Mr. Kuznitzky, the architect, agreed to construct the temple of harmony for $17,200. Now comes mournfully to the committee Mr. Kuznitzky, and wants $28,271, pleading, at the same time, that the building cost him $31,000. Why it should be found totally impossible to put up any sort of structure intended for the public use except at an advance of from $10,000 to $100,000 upon its estimated expense, is one of the mysteries of architecture. If private buildings involved the same difficulty, there would be much less construction or a great deal more insolvency.

—The Free Masons of the Grand Lodge of Iowa have amended their laws so as to admit colored people to the order. This, it is thought, may probably result in excluding the Grand Lodge of Iowa from Masonic intercourse with other grand jurisdictions.

—The sudden termination of a sermon by Rev. Mr. Douglass, of Piqua, at the First Baptist Church, Columbus, Ohio, caused quite a sensation among the congregation on Sunday last. He became overpowered with the excessive heat, gasped out an apology, and sat down.

—Greensburg, Michigan, has a citizen who calls himself a champion undertaker. He has already furnished coffins and assisted at the burial of 3900 persons. Some of his friends are modest enough to suggest that he has done the State some service.

### FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE, Thursday, July 21, 1870.

The meagre character of the European news to-day has caused a halt in the speculative fever, which will probably continue until some decisive action in the field shall have given it a new impetus. Any serious reverse to the Prussian army will more seriously affect our money markets than any defeat of the French, for the reason that our national securities would inevitably suffer a heavy decline, besides making interference on the part of other European powers more probable.

Loans are again active and firm, though there is perhaps less activity than yesterday. Money is abundant, but there is a fair demand for all offered at 5@6 per cent. on call and at 6@8 per cent. on time contracts.

Gold opened at 121¾, declined to 121¼, and closed at 121⅝. The market is comparatively quiet and steady.

Governments are somewhat unsettled, but in the absence of important news from Europe there is a temporary lull both among buyers and sellers.

The stock market was dull and prices were about the same as last quoted. Sales of city sixes, new bonds, at 101⅝.

Reading Railroad opened strong, with sales at 48⅛, b. o., but closed at 47⅝. Pennsylvania was tolerably active, with sales at 57½. Lehigh Valley sold at 57½. Camden and Amboy firm at 116; Oil Creek and Allegheny at 46, an advance, and Catawissa preferred at 36¾. In the balance of the list the only sale was in Commercial Bank at 60.

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

| | | | |
|---|---|---|---|
| $1600 City 6s, N.ls. | 101⅝ | 300 sh Read..ls.b30. | 48⅛ |
| $200 do. | 101⅝ | 100 do.......c. | 47·94 |
| $1000 do...b5wn. | 101⅝ | 200 do. | 47·94 |
| $1000 N Penna 7s... | 92 | 900 do......ls. | 47¾ |
| $500 do | 92 | 500 do.....b60. | 48⅛ |
| $500 do. | 92 | 500 do......ls. | 47⅞ |
| $1000 Conn'g R Bds b5wn.... | 86½ | 200 do......ls. | 47¾ |
| 5 sh Com'l Bk.... | 60 | 100 do. | 47·69 |
| 229 sh Penna R..ls. | 57½ | 46 sh Leh Val...ls. | 57½ |
| 1 sh Cam & Am R. d bill.. | 116 | 50 do...s5wn. | 57½ |
| | | 65 do.ls s5wn. | 57½ |

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112¾@113; 5-20s of 1862, 108¾@109; do., 1864, 108¾@109; do., Nov. 1865, 108¾@109; do. do., July, 107⅝@107¾; do. do., 1867, 107⅞@108⅛; do. 1868, 108⅛@108¾; 10-40s, 106⅛@106⅜; Pacifics, 110¼@112. Gold, 121⅝.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112⅝@112¾; do., 1862, 108¾@109; do. 1864, 108¾@109; do. 1865, 108¾@109; do. 1865, new, 107⅝@107⅞; do. 1867, do. 107⅞@108; do. 1868, do., 108⅛@108⅜; 10-40s, 106⅛@106⅜; U. S. 30 Year 6 per cent. Currency, 110¼@110½; Due Comp. Int. Notes, 19; Gold, 121½@121¾; Silver, 113@116; Union Pacific R. R. 1st Mort. Bonds, $800@820; Central Pacific R. R., $820@840; Union Pacific Land Grant Bonds, $750@780.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

| | | | |
|---|---|---|---|
| 10·00 A. M. | 121¾ | 10·54 A.M. | 121⅝ |
| 10·15 " | 121¾ | 10·55 " | 121¾ |
| 10·19 " | 121⅝ | 11·24 " | 121⅝ |
| 10·20 " | 121¾ | 11·25 " | 121½ |
| 10·23 " | 121⅝ | 11·30 " | 121⅝ |
| 10·30 " | 121½ | 12·06 P. M. | 121¾ |
| 10·34 " | 121⅝ | 12·07 " | 121⅝ |
| 10·35 " | 121¼ | 12·08 " | 121½ |
| 10·36 " | 121⅜ | 12·09 " | 121⅝ |
| 10·45 " | 121¾ | 12·16 " | 121¾ |
| 10·47 " | 121⅝ | 12·21 " | 121⅝ |
| 10·50 " | 121½ | | |

### Philadelphia Trade Report.

THURSDAY, July 21.—There is no movement in Cloverseed, and $9·50 is asked for small lots from second hands. Timothy is held at $7·50 ℔ bushel, without sales. Flaxseed is very scarce, and if here would readily sell at $2·25.

No. 1 Quercitron Bark is offered at $30 per ton, without sales.

There is not so much activity in Breadstuffs, but supplies come in slowly, and prices of Flour are well maintained. Sales of 1500 barrels, including superfine, at $5·75@5·87½; extras at $6; spring wheat extra families at $6·25@7·25; Pennsylvania do. do. at $7@7·50; Indiana and Ohio at $7·25@7·75; 500 barrels Market Street Mills on secret terms; and fancy at $8@8·75. Rye Flour is scarce and firm at $5·50. In Corn Meal no sales.

The demand for Wheat has fallen off, but prices are unchanged. Sales of 1500 barrels at $1·70 for Pennsylvania and $1·60@1·63 for new Delaware. Corn is less active. Sales of 3000 bushels yellow at $1·15, and Western mixed at $1·11@1·12. Rye has advanced to $1·12½ for Ohio and 1·12@1·14 for Pennsylvania. Oats are scarce, and 3000 bushels prime sold at 65@67c., and Southern at 68c.

Whisky is quiet. We quote Western iron-bound at $1·05.

—Twenty-one boxes were recently filled with the remains of Federal soldiers, gathered from the interor of Georgia, and shipped for interment at the Beaufort National Cemetery.

—John H. Morris, an ambitious colored barber of Leavenworth, Kansas, has been engaged in the study of law for two years past, with the hope of admission to the bar of that State.

### LATEST SHIPPING INTELLIGENCE.

*For additional Marine News see Inside Pages.*

*(By Telegraph.)*

SAN FRANCISCO, July 21.—Arrived, British ironclad Zealous, Admiral Farguhar, from Victoria; ship Emile de Girardin, from Newcastle, N. S. W. Sailed, ship Goldbeck, for Liverpool.

PORT OF PHILADELPHIA..............JULY 21

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.........78 | 11 A. M.........88 | 2 P. M.........94

**CLEARED THIS MORNING.**

St'r Bristol, Wallace, New York, W. P. Clyde & Co.
Brig John Chrystal, Barnes, Mayaguez, John Mason & Co.
Schr Ella F. Crowell, Horner, Provincetown, Sinnickson & Co.
Schr J. S. Detwiler, Reed, Boston, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

**ARRIVED THIS MORNING.**

Steamer Chester, Jones, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Steamer Fanita, Freeman, 24 hours from New York, with mdse. to John F. Ohl.
Steamer W. Whilldin, Riggans, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.
Br. brig Hunter, Wilson, 30 days from Tocoluta, with cedar logs to Cunningham & Son.
Schr M. E. Staples, Dinsmore, 10 days from Windsor, N. S., with plaster to C. C. Van Horn.
Schr S. C. Fithian, Tuft, 1 day from Port Deposit, with grain to Jas. L. Bewley & Co.
Schr Mary A. Harmon, Parker, 11 days from St. John, N. B., with laths to J. W. Gaskill & Sons.
Schr William F. Garrison, Morris, 6 days from Hallowell, with ice to Knickerbocker Ice Co.
Schr Richard Vaux, Whittaker, from Richmond, Me., with ice to Knickerbocker Ice Co.
Schr Mary and Emma, Venable, from Delanco.
Schr Hazleton, Cummings, from Taunton, with mdse. to captain.
Schr Charles Cooper, Nickerson, from Harwich, with mdse. to Crowell & Nicholson.
Schr James W. Tice, Somers, from Norfolk.
Tug Clyde, Duncan, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug G. B. Hutchins, Davis, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

**MEMORANDA.**

Ships Frea, Langerson, and British America, Lockhart, hence, at Antwerp 8th inst.
Steamer Volunteer, Jones, hence, at New York yesterday.
Bark Roanoke, Wilkie, hence, at Barbadoes 9th instant.
Bark William, Cole, for Philadelphia, sailed from Dunkirk 7th inst.
Brig J. H. Dillingham, for Philadelphia, cleared at Cardenas 13th inst.
Schr Anna Myrick, Richards, hence for Provincetown, arrived at New York yesterday.
Schrs Stephen Lee, Springer, from Lynn for Philadelphia; Ira Laffriner, Chadwick, from Boston for do.; and A. E. Safford, Powell, from Philadelphia for Pawtucket, passed Hell Gate yesterday.
Schr M. E. Gray, Pillsbury, hence, arrived at Barbadoes 9th ult.

## SPIRIT OF THE PRESS.

### Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

### OUR MERCANTILE MARINE—OUR RECREANT CONGRESS.

*From the N. Y. Herald.*

The war in Europe, which finds all our interests—commercial, agricultural, and mechanical—on the verge of a magnificent opportunity for advancement, finds, unfortunately, the greatest interest of all, the shipping interest, utterly neglected. How do we stand to-day with regard to the carrying trade? We have not merchant vessels equal to the task of carrying the trade of our own country. The result of the war will be to block up all foreign vessels except those carrying a neutral flag, and there are very few outside the merchant marine of England. But England is determined that, unless forced by the most extraordinary circumstances, she will keep her flag neutral in this war, and will secure the carrying trade on the ocean. Her commercial interests are so immense that she must remain at peace. It would not go very hard with her even to forfeit her pledged honor or to shirk her treaty obligations provided she could maintain her mercantile supremacy on the seas. That she will do this at all hazards we may be assured. Now, where do we stand, the second maritime nation in name? By a series of gross blunders committed by our "patriotic" Legislature during the war we are left without a merchant marine. Our ships were transferred to foreign flags, and so ingeniously anti-American were the connivances of Congress that we cannot get them back again. Under the present laws of this loyal and patriotic Congress we are prohibited from purchasing a foreign vessel. Not even the ships that we sold to foreign powers during the war, when a weak policy compelled us to put American vessels under the foreign flag of Great Britain, can we buy back again.

We cannot build vessels, because the materials for shipbuilding are so laden down with import duties that we cannot afford to compete with the shipyards of England and Scotland. It is impossible for us to build iron ships or steamers, because, forsooth, the iron interests of Pennsylvania have to be protected. In fact, the largest industrial interest in the country is cramped and crippled in order that a merely local interest may be fostered. A few years ago our shipyards resounded with the busy hum of industry. They are silent to-day. A few years ago our flag could be met on every sea, floating over decks built in our own dockyards. To-day and for the last ten years the Stars and Stripes have been comparatively a rare sight greeting the morning sun upon the ocean or saluting him as he dipped into the waves at evening. But it is nothing to see the British flag aloft over American ships built in the dockyards of New York and Boston. They are plenty enough. What a pitiful thought! What a humiliating reflection for the people of a great maritime nation which has no second in means and opportunities to be the greatest shipbuilding country in the world! And yet by a miserable system of legislation our shipping interests have been annihilated at home, and we are left to play the part of paupers upon the ocean, begging shelter and recognition from foreign flags.

All this Congress had done for us during the war; but now an opportunity is offered by the disturbances in Europe to retrieve these blunders. The President saw the opportunity and he promptly called the attention of Congress to it, begging of them to remain even one day in session, in order to repeal the restrictive laws with regard to the purchase of foreign vessels, and thus enable us to put our merchant marine on an even footing with our rivals. But Congress would not heed the President's suggestions. Their carpet-bags were packed to go, and go they would—these paltry fellows, who, having made all they could out of their Congressional service, were only too glad to let the dearest interests of their country take care of themselves. What cared they for the greatness of the nation? What, in fact, do most of them know about it?

It will not do, however, to put the whole blame upon the Republican portion of Congress because they were in the majority; the Democratic members could have sustained the President's message if they chose. They had strength enough, by casting a unanimous vote, to retain Congress in session and give an opportunity to discuss the President's views. We cannot accept the flimsy excuse that the President's suggestions were set aside upon the pretext of protection to home industry. What industry? Where is there any industry in a single shipyard of the country? To help native industry would be to reduce the tariff on shipbuilding materials from their present ruinous rate. To increase the bustle and healthy trade of our dockyards and piers and wharves would be to permit us to buy back the ships we were compelled to sell during the war. For this purpose the President should call an extra session of Congress at once, or else the splendid opportunity offered by the warlike status in Europe to restore our mercantile marine to its former vigorous condition will be lost, shamefully lost.

### WHAT CAN PRUSSIA DO?

*From the N. Y. Times.*

It must be very evident to those who have watched Europe during the past few years, that both parties in the present war have been carefully preparing for the possible contingency of a gigantic struggle. No traveller can have failed to notice the immense preparations made in the fortresses of Rhenish Prussia, and the incessant manœuvring and marching of Prussian soldiers across the very region now to be fought over. Never was the old martinet drill, for which the Hohenzollerns have been notorious, so kept up in the royal armies as during the last three years. Railroad connections have been improved, and there is now no part of Prussia from which vast bodies of men cannot in a few hours be concentrated at Cologne or on the Upper Rhine. Nor has Bismarck neglected the essential thing—the sinews of war. An important portion of the Prussian debt has been funded; the public credit is excellent, and, in financial respects, Prussia stands well prepared for the struggle. The numerous little kingdoms, principalities, and free cities which she has absorbed now furnish her men and means; and all South Germany, in a struggle for the Rhine, will soon be in her service or an ally. The Prussian Government in one respect, it is true, has not kept pace with her great opponent. Having but recently become a maritime power, her fleet is comparatively inferior; a fact which, as her commerce is now, we believe, third in importance in the world, will be very disastrous to her. Yet the naval authorities have purchased one iron-clad frigate—built in England—which is said to be more powerful than any single ship in the French navy. They have also provided several small "monitors" for harbor defense.

France has been equally diligent in her preparations. "The Line" has been increased in number, and, since Sadowa, the great body of the army have been armed with the Chassepot rifle—a weapon pronounced by our officers to be far superior to the clumsy needle-gun of the Prussians. Her naval preparations have been immense, and the French navy is now the second in the world. The French officers are no doubt thoroughly familiar with every inch of the Rhine provinces and every feature of the fortresses where the struggle is to be. In a financial point of view, however, we doubt if France can be considered so well prepared as Prussia. Her debt is enormous, and a short harvest is crippling her means. In the passions aroused, and the moral forces in arms, the two opponents do not seem to us equal. In the French population the love of glory, the hatred of the German, and the ambition of seeing France again at the head of Europe, are doubtless fully awakened. Still, to the French peasantry, who make the bulk of the army, these cannot be vital matters. France, in its integrity, is not threatened, and the French mind of latter years is more greedy of money than glory. But in the Germans, even in the poorest *Bauer*, the strong passion of nationality is aroused by this sudden attack. Their country is threatened. The Rhine is to them a symbol of nationality.

All the old German enthusiasm, which has broken the power of France on so many battle-fields, will be kindled again. We shall see some modern fiery Blucher leading the young men once more in vehement assaults on the French invader. Germany will be in the position of a man defending his home. Such forces as these, though of not much account in modern warfare against superior armies, are of immense importance where the contending powers are in other respects equal.

If modern education be of much importance, the great body of the Prussian army ought to be superior to the French. Perhaps with the rank and file this is not of much consequence. Yet, in respect to the whole body of inferior officers, and in connection with all the mechanical labors of an army and the power of comprehending a manœuvre, superior intelligence and education must give an advantage. It was plain that Prussian intelligence gave the army the victory over Austrian stupidity. May it not over French drill?

### SOUTHERN SOCIETY.

*From the N. Y. Tribune.*

One of our leading magazines for August gives the first place in its pages to a dolorous lamentation from a Southerner over the present state of society in the land of "fair women and brave men." The subject was a pregnant one, and, with its actual tragic facts, might have satisfied the most ambitious magazine writer. The curse of sudden poverty, the bitterness of defeat falling upon the dominant class, and the equally abrupt elevation of a race of serfs to a political level with their masters, suggests countless dramatic combinations, not only full of food for thought for the philosopher or statesman, but which might well have served as the text for a few of those sensible, friendly words whose healing power are so much needed and welcome now-a-days, between South and North.

The cause which induces this modern Jeremiah, however, to take up his tale of woe is a far different one. Slavery is the Holy of Holies over whose desecration he weeps. He portrays her laid waste, trampled under the feet of mudsills and carpet-baggers, with such extremity of unction that, like the prophet, his soul is vexed within him, his eyes do fail with tears, his bowels are troubled for the destruction of this daughter of his people. It is not either the bald, ugly fact of slavery as popularly known that he delineates, but that ideal patriarchal institution whose infinitely sweet and tender relations were wont to be urged upon us in poem and novel by gushing Southern ladies. The thing being finally and incontestably dead, we vainly hoped that our Southern friends would be content to bury its unwholesome corpse and be done with it. What is our dismay, therefore, to find them raising an Irish "Keen" such as this over the dead body, and threatening to come again and again with fresh ardor to unending funerals.

But this is not the only mistake we have made, it seems. Popular opinion held that there were two classes of whites in the slave-holding States before the war, whose dividing lines were tolerably sharply drawn—the wealthy and cultured order, and the clay-eaters. "the poor trash" on whom even the negroes looked down. Our friend, however, represents a state, on the contrary, of entire and blissful democracy. "The wife of a wealthy man was the friend of a poor sempstress; and the principal of a children's school," he adds, breathless, with uplifted hands, "once entertained at her table the highest in the land!" From this Acadian simplicity the war has dragged them; large fortunes have been made as well as lost; envy and jealousy for the first time find entrance to their bosoms. "They murmur not, and revile not," he informs us sadly; but how terrible is the disintegration that thus tears apart the sempstress, the President, and the schoolteacher, and casts them upon paths so different. The picture he draws is pathetic enough. The Yankee new-comers "have strange habits and outlandish ways, the servants are hirelings, the skeleton peeps from the cupboard at every convivial meeting, and Atra Cura sets behind every horseman." Atra Cura is a very unpleasant companion in any shape; but are we to understand that she appears to our Southern compatriots as a hen?

It is for fallen slavery, however, that he ends, as he begins, his wail; and really so strongly does he put the case, that we are surprised at the obstinacy of our colored friends in remaining free if they could possibly vote themselves again into the flowery chains of such pleasant bondage. "They feel in their hearts," "he tells us, "that they were in the hands of friends who did what could be done for their welfare and happiness. The slave remained for life a devoted friend of the master, and was ever greeted with beaming eye and cordial joy. The serving race received more than the ruling race, and the freedmen therefore will feel the loss grievously in comfort and happiness." After pausing to weep (so lavish is he of tears) over the blinded freedman thus rushing on his own destruction of liberty, he reaches the culminating point of sentimental pathos, the height of mischance wrought by the war, which will probably surprise most of our readers. "Thousands of Southern men and women in the South in every generation had been brought up by colored wet-nurses. White nurses are now introduced wherever they can be procured." He then enters into a disquisition on the subtle change this will produce on the next generation, bemoaning the loss of the influence of the colored nurse on the white foster child. Acadian simplicity we are willing to credit our Southern friends with, and their desire, Red Republicanism, if they will; but this longing for agrarianism of "feature, physique, and qualities" is too deep for us. We cannot understand it. There are points in their history with which it is difficult to reconcile it.

Jesting apart, we cannot but deplore the publication of such articles as these. Our publishers, from motives of friendliness and policy, are willing to do much to "conciliate the South;" but such puerile whining as this only provokes derision here; does not conciliate the South, and certainly does not represent it any more than the bitter squibs and taunts of certain petty journals represent the present generous, manly temper of the Northern people. The white man at the South who does not see that the abolition of slavery was as healthful a political change for his own race as for the black should at least learn to submit to the inevitable, and remain silent until God has sent him clearer sight and better judgment. While grave and earnest men of both sides are hopefully striving to bring back the stir and healthful business and brotherhood of life above the barrier of graves that stretches across the country, why should the public ear be disturbed with such caterwauling as this over lost slavery and black wet-nurses? No matter how weak and piping is the cry, it has yet its small power of harm. Trifles like these—

"Like rats, oft bite the holy cords atwain
Which are too intrinse t' unloose."

### THE DRIFT OF AMERICAN SYMPATHY.

*From the Baltimore American.*

The sympathy of the American people, it is already very clearly indicated, will be strongly on the side of Prussia during the pending war, and, if the struggle should be a prolonged one, we have no doubt that this sympathy will be demonstrated in every way short of actual interference in the conflict. The prevailing sentiment of this country will, in fact, be as unanimously in favor of Prussia as was that of England in favor of the Confederacy during the Rebellion; but we shall not, like England, permit our ports to be used for the fitting out of piratical cruisers to prey upon the commerce of either of the combatants.

There are several reasons for this drift of American sympathy altogether towards the Prussians in a war which has neither in its origin nor its avowed end any question of principle, but is altogether in the interest of the perpetuation of a dynasty and the aggrandizement of an empire. The first of the reasons is the general conviction of all intelligent minds that Napoleon is the aggressor; that he has throughout sought cause of quarrel; that he had made up his mind for war, and that the candidature of Prince Leopold for the Sanish throne was the mere pretext adopted for the carrying out of a predetermined purpose. Had there been no vacant throne in Spain, and no Prince Leopold aspiring to fill it, the war would still have come. The result of the *Plebiscite* settled that, and there has perhaps been no moment since the people of France thus confirmed the Napoleonic dynasty that the Emperor has not been resolved to imitate the elder Napoleon in becoming the bully of Europe. The avidity with which he seized upon the selection of Prince Leopold as King of Spain, and the tenacity with which he has refused to be appeased when that German prince was withdrawn, proves this as clearly as anything can be proved that depends merely upon the caprice or policy of an autocratical sovereign. Against such pretensions as the Emperor has set up of making war, not because Germany desired to give a King to Spain, but because the King of Prussia refused in advance to pledge himself that no German prince shall hereafter become a candidate for that vacant throne, the civilized sentiment of the world, and especially of Americans, must protest.

Another influence that will most potentially affect our sympathies is the presence among us of a large and influential German element—a people assimilating most heartily with our institutions, and receiving all the impressions of American progress with readiness, and in their turn exercising a powerful and almost everywhere present direction over the popular mind. This German element, though true in its fealty to this country, naturally sympathizes, and is already showing it, with the Fatherland in its hour of trial; and Americans will not fail to respond to that sympathy, and will join heartily in the demonstrations through which it is made manifest. The position of Prussia towards this country during the rebellion will also not fail to be remembered. Throughout that time, both at home and abroad, the weight of a German sentiment was on the side of national unity and the Government. At Berlin our representatives met a ready sympathy and a courteous treatment that was extended to them in no other European capital save St. Petersburg. At home German naturalized citizens reinforced our armies, and gave to the Government the moral aid of their vote. France was at that time our most open foe, and England our most insidious enemy. England shut her eyes whilst cruisers were fitted out in her dock-yards and sent to sea to destroy our commerce. France negotiated for the recognition of the independence of the Confederacy, and, had she been successful, would have brought us into collision with foreign nations, and added the terrors of a foreign war to the already almost unbearable burthen of a disastrous civil war. These are things that cannot be easily forgotten, and even were Prussia less in the right than she incontestably is, would impress us most warmly in her favor. As it is, she will have in the struggle that now awaits her the open, avowed sympathies of the American people, and if she comes out of it triumphant and successful, the rejoicing throughout our land will be scarcely less earnest and enthusiastic than that along the banks of the Rhine and in the cities and villages of Germany.

### GRANT AND SHERIDAN.

*From the N. Y. World.*

It is possible that President Grant may really have meant to pay General Sheridan a compliment by removing him from the very serious, immediate, and important duty of pacifying and protecting our Western borders, threatened now by a formidable Indian war, and sending him off to wander over Europe on a tour of inspection through the hostile camps arraying and to be arrayed on the continent. This is possible, we say; for the ways of President Grant are often past finding out, and his curious infelicity in accepting favors is only equalled by his equally curious infelicity in conferring them. But, upon the face of the matter, no sharper rebuke could be given to an officer than General Sheridan has received in this roving commission. It removes him from a position of grave responsibility quite commensurate with his rank in the army, and from active duties sure to attract the attention, and, if well performed, to secure the gratitude, of the country. It sends him on an errand most fit to be intrusted to an aspiring young officer of recognized intelligence and ambition, but quite beneath the dignity of the second personage in a great national army. We have already received information that from one at least of the armies about to come into collision in Europe, foreign officers of all ranks will be carefully excluded; and it is extremely probable that the exclusion will be extended to both. Should it not be so, any American officer permitted to visit the Prussian camps and positions will receive that permission, not as an officer but as an American, not for military but for political reasons, as a sop to the sentiment of the Germans in the United States and not as a tribute to his zeal and his value as a soldier. A gallant and devoted officer of subordinate rank might accept such favors or run the risk of such rebuffs without derogation, in the discharge of his duty and the pursuit of knowledge likely to increase his usefulness to his country. Not so the Lieutenant-General of the armies of the United States.

But even if the functions now imposed upon General Sheridan were as becoming as they are unbecoming his hierarchical position in the service, it may well be doubted whether he would be the best man who could be selected to discharge them. General Sheridan is a cavalry officer. He has won his distinction in that arm of the military service in regard to which we have least to learn, for the simple reason that there is less to be learned about it than about any other single branch of the military profession. The war now beginning in Europe will be eminently a war of engineers and of the artillery. The infantry of Prussia and of France, of course, will play a great part in it; but their part in it will be subordinated to that of the higher and more scientific arms with which there is no reason to suppose that General Sheridan is at all conspicuously familiar. Among the graduates at West Point in our army there are many men, whose names it would be as invidious as useless for us now to point out, who might have been selected for the really interesting work thus thrust upon the hard-riding *sabreur* of the Shenandoah and the Piegans, with advantage both to themselves immediately and ultimately to the nation. All these President Grant has passed over to send off the immediate lieutenant of the General of the Armies upon a promenade which might be very agreeable for a private citizen, but which looks unpleasantly like a castigatory relief from duty for a soldier actually filling a most important public trust.


## SPECIAL NOTICES.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE QUAKER CITY BANK, to be located in Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No 227 South FOURTH Street.

PHILADELPHIA, June 22, 1870.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 227 South FOURTH st., Philadelphia, on and after the 12th day of JULY, 1870, a dividend of $1 50 per share, clear of all taxes, to the stock holders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870.

All orders for dividends must be witnessed and stamped.

S BRADFORD, Treasurer.

Note.—The transfer books of the East Pennsylvania Railroad Co. will be closed on July 1 and reopened on July 11, 1870.

HENRY C. JONES, 6 22 1m Treasurer East Pennsylvania Railroad Co.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE PETROLEUM BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five (5) hundred thousand dollars.

☞ PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and stamped.

S. BRADFORD, 6 29 1m Treasurer.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANTOWN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE, 5 30 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANIA BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE WEST END BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.

It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!

Sold by all druggists and dentists.

A. M. WILSON, Druggist, Proprietor, 3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

## GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO., 11 2 No. 706 CHESNUT Street.

## PROPOSALS.

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, WASHINGTON, D. C., July 14, 1870.

SEALED PROPOSALS to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 12 o'clock M. of the 15th of August next, at which time the proposals will be opened.

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be indorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from other business letters.

Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders giving the forms of proposals of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard and the purchasing paymaster for each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; *and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish.* The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1, White Oak Logs; No. 3, White Oak Carved Timber; No. 4, White Oak Plank; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams; No. 9, Yellow Pine Mast Timber; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank, Boards; No. 15, White Ash, Elm, Beech; No. 16, White Ash Oars; No. 17, Hickory; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 20, Locust Treenails; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square; No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No. 58, Colored Paints, dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 88, Charcoal.

The following are the classes, by the numbers, required at the respective navy-yards:—

KITTERY.

Nos. 8, 13, 15, 16, 17, 18, 22, 32, 33, 35, 39, 44, 48, 49, 50, 51, 53, 54, 56, 58, 60, 63, 68, 69, 71, 73, 74, 78, 88.

CHARLESTOWN.

Nos. 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 78, 88.

BROOKLYN.

Nos. 1, 7, 9, 13, 15, 16, 17, 18, 23, 24, 25, 32, 33, 34, 37, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 80, 88.

PHILADELPHIA.

Nos. 4, 7, 9, 13, 15, 18, 32, 33, 48, 71.

WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 17, 18, 20, 22, 23, 30, 32, 33, 34, 35, 37, 39, 42, 44, 45, 48, 49, 50, 51, 53, 54, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 77, 78, 88.

NORFOLK.

Nos. 1, 13, 15, 18, 22, 25, 32, 33, 39, 42, 44, 48, 49, 50, 53, 54, 57, 58, 59, 60, 63, 64, 69, 70, 71, 73, 77, 78.

MARE ISLAND.

Nos. 15, 18, 32, 33, 34, 35, 38, 39, 42, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 58, 60, 64, 68, 69, 70, 71, 73, 74, 77, 88, 89. 7 14 law4w

PROPOSALS FOR THE CONSTRUCTION OF A STEAM PROPELLER FOR THE REVENUE MARINE.

TREASURY DEPARTMENT, WASHINGTON, D. C., July 1, 1870.

The bids for the construction of an Iron Steam Propeller of 350 tons, opened in this Department June 30, being considered exorbitant, separate sealed proposals will be received at this department until 12 o'clock on FRIDAY, 29th July, 1870, for the construction of a Steam Propeller of WOOD, of 350 tons.

General plans, conditions, and specifications can be obtained from the Collectors of Customs at Portland, Me., Boston, New York, Philadelphia, and Baltimore.

Renewed proposals are also invited for the same steamer of IRON, upon the same plans, conditions, and specifications as were issued June 1. No bids will be considered except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

GEORGE S. BOUTWELL, 7 7 11 14 18 21 25 28 Secretary of the Treasury.

## COVERNMENT SALES.

PEREMPTORY SALE OF THE IRON STEAMSHIP VIRGIN, AT WASHINGTON NAVY YARD, On WEDNESDAY, 27th instant, at 12 M.

This vessel is well known. Description already given in recent advertisements.

The Virgin will be sold peremptorily to the highest bidder for cash.

One-fourth of the purchase money must be paid on day of sale, the remainder on removal of vessel from the Navy Yard. The vessel can be examined any time during the day.

By order of the Secretary of the Treasury.

E. C. BANFIELD, Solicitor.

KILBOURN & LATTA, 7 18mthmtuat Auctioneers.

## ROOFING.

PHILADELPHIA Painting and Roofing Co.

TIN ROOFS REPAIRED.

All leakages in Roofs warranted to be made perfectly tight.

SPENCER'S GUTTA-PERCHA PAINT

Will preserve Tin Roofs from Rusting and Leaking, and warranted to stand ten years without repainting.

This is the only Paint that will not crack or peel off. It is Elastic Paint; it expands and contracts with the tin, and leaves no cracks or seams open for water to get through.

IRON FENCES PAINTED WITH SPENCER'S PATENT IRON PAINT, made expressly for iron work, warranted not to crack or peel off; will retain its beautiful gloss for five years.

All work warranted.

All orders promptly attended to. Address

PHILADELPHIA PAINTING AND ROOFING COMPANY, 7 14 3m No. 53 N. SIXTH St., Philadelphia.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to STEEP OR FLAT ROOFS at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)

PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.

I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon; the best and cheapest in the market.

W. A. WELTON, 2 17 3 No. 711 N. NINTH St., above Coates.

UMBRELLAS—CHEAPEST IN THE CITY. DIXON'S, No. 41 S. EIGHTH Street. to 13 mths

## TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9:45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3:20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9:45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9:45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 811 Chesnut street, No. 105 South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN, Master of Transportation.

JAMES A. DINKEY, 7 8 1mrp General Ticket Agent.

## NORTH PENNSYLVANIA RAILROAD.

NEW AND ATTRACTIVE ROUTE FOR SUMMER TOURISTS TO

Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.

Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS

At 7:35 A. M., 9:45 A. M., 1:45 P. M., 3:20 P. M. and 5:00 P. M. (Sundays excepted),

FROM PHILADELPHIA PASSENGER STATION, Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARE, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

## ART EXHIBITION.

C. F. HASELTINE'S GALLERIES,

No. 1125 CHESNUT STREET.

LOOKING-GLASSES,
PICTURE FRAMES,
ENGRAVINGS,
AUTOTYPES,
SWISS PANORAMAS,
CHROMOS,
PHOTOGRAPHS,
ARTISTS' MATERIALS,
ETC. ETC.

11 10rp

## THE FINE ARTS.

NEW VIEWS IN THE PARK.

Purviance's Stereoscopic Views in the Park, 25 cents each, $2 50 per dozen.

New Chromo, portrait of Dickens, *the last likeness* for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address.

NEW CHROMOS, after Birket Foster.

NEW ENGRAVINGS.

LOOKING-GLASSES still at reduced prices.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET, PHILADELPHIA.

## FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

## TO RENT.

TO LET—THE STORE PROPERTY NO. 722 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bonsett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER, 12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements. Apply to AARON HURLEY, 6 15 No. 309 S. SEVENTH Street.

TO LET—THREE STORY DOUBLE HOUSE, No. 3909 Spruce street. Finest neighborhood in West Philadelphia. All the latest conveniences. Lot, 160 by 175 feet. Shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 19 3t

## HAIR CURLERS.

THE HYPERION HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair. Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO., 5 23 6m No. 68 North FRONT Street, Philadelphia.

Sold at all Dry Goods, Trimming and Notion Stores.

## NEWS SUMMARY.

### City Affairs.

—The alarm last evening was caused by the slight burning of a turner shop in Lagrange place.

—Charles Brown, colored, was drowned in the Schuylkill on Monday last, and the body was recovered yesterday near the Gray's Ferry Bridge.

—The Mænnerchor Singing Societies held a meeting last evening, at which Mr. Charles Vezin, Consul of the North German Confederation, John D. Stockton, and others, made addresses.

—At half-past 7 o'clock last evening one side of a frame dwelling, corner of Passyunk road and South street, fell down. The structure is an old one and has been in a tottering condition for some time. No one was injured.

—In view of the imminency of a general European war, and the strong probability of England being engaged in the struggle, a general convention of Irish nationalists, irrespective of past differences or organizations, will be held in Cincinnati, Ohio, on Tuesday, August 23, to adopt such measures as will best promote the cause of Irish independence. The call is signed by James Gibbons, Chairman of the Executive Committee in this city.

### Domestic Affairs.

—Gold closed yesterday at 122⅞.

—Colonel Randolph, a man of some prominence in Lynchburg, Va., was shot dead yesterday in a difficulty growing out of land transactions

—Judge Guigon says that a new election must be held in Richmond, the recent one having become void in consequence of a violation of the electoral law in one ward.

—Nearly two hundred citizens were arrested in Caswell county, N. C., yesterday, by the State troops. Ladies with their children are flying to Virginia. Both parties, it is said, denounce the outrage.

## OBITUARY.

### General William A. Leech.

A large number of the people of this city will be surprised and pained this morning by the intelligence of the decease of General William A. Leech, Register of Wills. During his service in the army General Leech contracted one of the chronic maladies incident to camp life, and has suffered more or less from it ever since. About ten days ago he became so much indisposed that he went to Cape May, with a view to some relief from sea-bathing, but growing worse, he returned to the city on Tuesday evening, and died yesterday afternoon about four o'clock. General Leech was born February 3, 1832. He was a graduate of the Philadelphia High School, and entered the West Point Military Academy June, 1850. Subsequently he studied law and was admitted to practice at the bar of Philadelphia. At the breaking out of the war he went to the front with the first regiment organized (Colonel Frank Patterson's), of which he was Major, and was immediately placed in active service. At the expiration of his term of service he was commissioned as Lieutenant-Colonel of the National Guards, 90th Pennsylvania Volunteers, and continued with them through all the battles of the Potomac. He was a participant in more than thirty battles. When General Lyle was wounded, Col. Leech took command of the regiment, and in all the bloody battles of the various campaigns he was found at its head. In the engagement on the Weldon Railroad he was captured by the enemy, and underwent the privations of prison life in Libby, Salisbury, and Danville. When at length he was released, he was brevetted Brigadier-General for gallant and meritorious conduct on the field. Serving until the close of the war, General Leech resumed the practice of the law, and so continued until 1867, when he was elected Register of Wills for the county of Philadelphia. In this office he has served with distinguished ability and integrity. General Leech was a thorough soldier, winning his military promotion by merit. He was the son-in-law of Edwin Greble, Esq., and brother-in-law of Lieutenant John T. Greble, who was killed at Big Bethel, Va.

## *THE WAR.*

OFFICIAL DECLARATION OF HOSTILITIES IN THE FRENCH CORPS LEGISLATIF—NO FIGHTING YET REPORTED.

PARIS, July 20.—In the Corps Legislatif to-day the Duke de Gramont announced that war had been declared with Prussia and her allies in the following words:—

"Messieurs:—The *expose* presented to you on the 15th instant made known the causes we have for war against Prussia. According to the rules and usages of nations, and by order of the Emperor, I have requested the Charge d'Affaires at Berlin to notify the Cabinet of Prussia of our resolution to seek, with arms, the guarantee we could not obtain by discussion. This has been done, and I have the honor to make known to the Corps Legislatif that, in consequence thereof a state of war exists since the 19th between France and Prussia. This declaration applies to all friends of Prussia who give her armed assistance."

A meeting of citizens of the United States was held at the residence of Dr. Evans last night, to take measures for the organization of a Sanitary Commission. It is proposed that the Commission shall co-operate with the International and French Societies in aid of the wounded. Dr. Evans placed at the disposal of the new organization the report of the American Sanitary Commission and a collection of models of ambulances, stretchers, hospital tents and other appliances used by the Commission during the late war of the Rebellion. A donation of 10,000 francs was also made by Dr. Evans as a nucleus for a sanitary fund.

Mr. Washburne, the American Minister, was in Bohemia when he heard the news of the breaking out of the war. He immediately returned to Paris, and yesterday was in consultation with several of his diplomatic colleagues.

*La Liberte* asserts that M. Vimergate has gone to Florence with a treaty of alliance between France and Italy. The same paper says in case Denmark joins France in the war, the Prince of Orleans will serve in the Danish army.

WAR ENTHUSIASM IN FRANCE UNABATED.

The warlike enthusiasm in France is unabated. A rich manufacturer of Muhlhouse has offered to equip 5000 volunteers and supply them with rations during the war.

The Deputies in the Corps Legislatif sign liberal subscriptions for the wounded. M. Schneider gives 10,000 francs.

BASLE, Switzerland, July 20.—A general of the Swiss army and several other officers of high rank have been arrested in Germany.

It is believed that Prussia purposely retards her answer to Switzerland's declaration of neutrality.

PARIS, July 20—3·30 P. M.—No fighting on land or sea has been yet reported. The deputies from the Departments of the Upper and Lower Rhine, Moselle and Meurthe are kept well informed by telegraph of the movements of the army, and they state that no important conflict has yet taken place between the hostile forces. There have been some skirmishes between patrols and customs officers, but no blood has been shed and not a gun fired.

LONDON, July 20.—The Belgian official organ says that France misconstrues as an evidence of hostility the destruction of the bridge near Blandain, which was merely the result of a misapprehension of orders, and declare that Belgium remains loyally neutral.

Earl Granville reports that the determined and absolute refusal of the Emperor Napoleon to entertain negotiations renders it probable that any attempt to renew them will be useless until a great battle has been fought.

It is reported that France denies that the stipulations of the Paris Convention apply to the present war.

## BULLYING THE PRESIDENT.

### Senator Wilson on Motley's Removal.

Pending the removal of Minister Motley, Senator Wilson sent the following letter to President Grant Mr. Sumner read and commended it in the course of his speech in the Senate on the confirmation of his successor:—

UNITED STATES SENATE CHAMBER, WASHINGTON, July 5, 1870.—President Grant.—Dear Sir:—After much reflection I have decided that duty demands that I should write my views touching the proposed removal of Mr. Motley. I fear you will make a sad mistake if you remove him, and I beg of you to consider the case carefully before acting. His removal is believed to be aimed at Mr. Sumner. Right or wrong, this will be the construction put upon it. Can you, my dear sir, afford to have such an imputation rest upon your administration? Mr. Motley is one of the best known and most renowned of our countrymen. In letters he is recognized as one of the foremost living authors of our country or of the world. Office can add little to his reputation. Removal from office, while it will wound his feelings, will not affect his standing among the most cultivated of the age. I assure you, my dear sir, that the men of Massachusetts, who gave you more than 75,000 majority, are proud to number Mr. Motley among their most loved and honored sons. They remember that during the war his pen, voice, and social influence and position were on the side of his struggling country. They were grateful to you for his appointment as Minister to England. I need not say that they are surprised at the rumor that he is to be removed. They are pained to have it said that his removal is on account of Mr. Sumner's opposition to the San Domingo treaty. His removal will be regarded by the Republicans of Massachusetts as a blow not only at him, but to Mr. Sumner. There has been much feeling about the treaty. Imprudent words have been uttered, as they always are when men's feelings are excited. Perhaps Mr. Sumner may have said things that may have been distasteful to you, but the people of Massachusetts are with him as ten to one. Holding, on general principles, that the prominent interests of the country would be advanced by a foothold in the Gulf, and wishing to sustain your administration whenever I could do so, I voted for the treaty, though I knew that nine-tenths of the people of my State were against it. I had nothing to gain and something to lose by such a vote. I am ready to take the consequences of that vote, but I am not insensible to the fact that the dismissal of Mr. Motley, under present circumstances, will not only be a loss to your administration, but a blow to me. Personally I ask nothing, but I do entreat you, before acting, to look to the matter. Your administration is menaced by great opposition, and it needs peace and unity among the people, and in Congress. The head of a great party, the President of the United States, has much to forget and forgive, but he can afford to be magnanimous and forgiving. I want to see the President and Congress in harmony, and the Republican party united and victorious. To accomplish this we must all be just, charitable, and forgiving. Very truly,

HENRY WILSON.

## MARINE TELEGRAPH.

*For additional Marine News see First Page.*

ALMANAC FOR PHILADELPHIA—THIS DAY.

| | | | |
|---|---|---|---|
| SUN RISES | 4·46 | MOON RISES | .. |
| SUN SETS | 7·26 | HIGH WATER | 7·45 |

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

| | | | | |
|---|---|---|---|---|
| FOR AMERICA. | | | | |
| Parana | London | New York | July | 2 |
| Malta | Liverpool | New York | July | 5 |
| Italy | Liverpool | New York | July | 6 |
| City of Dublin | Liverpool | New York | July | 9 |
| Anglia | Glasgow | New York | July | 9 |
| Hanover | Havre | New York | July | 9 |
| C. of Mexico | Vera Cruz | New York via H. | July | 9 |
| FOR EUROPE. | | | | |
| Abyssinia | New York | Liverpool | July | 21 |
| Frankfort | New York | Bremen | July | 21 |
| Cambria | New York | Glasgow | July | 23 |
| Erin | New York | Liverpool | July | 23 |
| C. of Wash'ton | New York | Liverpool | July | 23 |
| Lafayete | New York | Havre | July | 23 |
| Weser | New York | Bremen | July | 23 |
| C. of Antwerp | New York | Liverpool via H. | July | 26 |
| Wisconsin | New York | Liverpool | July | 27 |
| Hanover | New York | Bremen | July | 28 |
| Parana | New York | London | July | 30 |
| France | New York | Liverpool | July | 30 |
| Anglia | New York | Glasgow | July | 30 |
| C. of Paris | New York | Liverpool | July | 30 |
| America | New York | Bremen | July | 30 |
| COASTWISE, DOMESTIC, ETC. | | | | |
| Columbia | New York | Havana | July | 21 |
| J.W. Everman | Philadelphia | Charleston | July | 22 |
| Wyoming | Philadelphia | Savannah | July | 23 |
| St. Louis | New York | New Orleans | July | 23 |
| Merrimack | New York | Rio Janeiro, etc. | July | 23 |
| Prometheus | Philadelphia | Charleston | July | 29 |

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Saxon, Sears, Boston, H. Winsor & Co.
Steamer H. L. Gaw, Her, Baltimore, A. Groves, Jr.
Bark Brilliant, Sprague, New Orleans, D. S. Stetson & Co.
Brig Essex, Sleeper, Boston, Workman & Co.
Schr Othello, Matthews, Boston, L. Audenried & Co.
Schr R. C. Thomas, Crocket, Boston, do.
Schr Hattie E. Sampson, Blake, Boston, do.

ARRIVED YESTERDAY.

Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Tacony, Nichols, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer W. C. Pierrepont, Shropshire, 24 hours from New York, with mdse. to W. M. Baird & Co.

Schr J. B. Clayton, Clayton, 6 days from Richmond, Va., with copper ore to Thomas Wattson & Sons—vessel to Chas. Haslam & Co.

Schr S. R. Jameson, Jameson, 5 days from Charleston, S. C., with lumber to Norcross & Sheets.

Schr Percy, Coalwell, at this port on Tuesday, from St. John, N. B., is consigned to T. P. Galvin & Co.—not as before reported.

BELOW.

Mr. Philip Hand, pilot, reports having seen brig Hunter, from Sisal, and an unknown brig below Chester, coming up.

*Correspondence of The Evening Telegraph.*

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 20.—Three barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 20.—The following barges leave in tow to-night, eastward:—Ironsides, Sarah Ann, and W. T. Hamilton, with coal, for New York.

PHILADELPHIA BRANCH OFFICE, July 21.—The Catharine O'Rourke, with clay, for Baltimore, left last evening. L. S. C.

*Special Despatch to The Evening Telegraph.*

HAVRE-DE-GRACE, July 21.—The following boats left this morning in tow:—

S. D. Seller and William Edward, with lumber, for New York.
Harry Craig, with lumber to Craig & Blanchard.
Woolverton and Tinsman, with lumber to R. Woolverton.
C. R. McConkey, with lumber to Saylor, Day & Morie.
Mary E. Davis, with lumber to Norcross & Sheetz.
Delaware, with grain to Hoffman & Kennedy.
Arizona, with coal, for Wilmington.

*(By Telegraph.)*

LEWES, Del., July 20—A. M.—Passed in yesterday P. M., two schooners unknown.
Beating down this A. M., one bark.
The America is lying in the roads.
Wind E. N. E. Thermometer, 90.
P. M.—Passed in early this A. M. a bark judged to be the Sam Sheppard, from Cienfuegos; herm. brig going up at 3 P. M.
At Breakwater, a bark from above, two schooners, and steamer America.
Wind S. S. E. Thermometer, 90.

MEMORANDA

Ship Expounder, Crocker, for Philadelphia, entered out at Liverpool 7th inst.

Steamer Missouri, from Havana, arrived at New York yesterday.

Steamer Tonawanda, hence, arrived at Savannah yesterday.

Steamer Parana, Wilkinson, fm London for Havre and New York, sailed from Gravesend 7th inst.

Steamer Dacian, Laird, from Glasgow 6th inst., at New York yesterday.

Steamer City of Merida, Deaken, from New York, at Havana 17th inst, for Vera Cruz.

N. G. steamer Cimbria, Haack, from Hamburg for New York, sailed from Havre 16th inst.

Br. steamer Java, Cook, cleared at New York yesterday for Liverpool.

Br. steamer Iowa, Hedderwick, cleared at New York yesterday for Glasgow.

Br. steamer Samaria, Martyn, from New York 6th, at Queenstown 16th inst., and proceeded for Liverpool.

Br. steamer Pioneer, Shackford, from Havana 18th, at New York 19th inst.

Br. steamer Calabria, McMickan, cleared at Boston 19th inst. for Liverpool via New York.

Steamer Cuba, Dukehart, cleared at New Orleans 15th inst. for Baltimore, via Havana and Key West.

Steamer Hercules, Ketchum, from Georgetown, D. C., at Portland 20th inst.

Steamer Empire, Hunter, for Philadelphia, sailed from Richmond 18th inst.

Steamer Rattlesnake, Winnett, for Philadelphia, cleared at Boston 20th inst.

Steamer Centipede, Doughty, at Boston 20th inst., loading for Philadelphia.

Steamer Achilles, Colburn, from Georgetown for Boston, was spoken 18th inst. off Cedar Point—reported by schr Reading RR. No. 35.

U. S. steamers Commodore Fenton and General Poe, hence, at Fernandina 14th inst., via Charleston and Savannah, for Key West.

Bark Prinds Carl, Stephenson, for Philadelphia, cleared at London 8th inst.

Barks Willamine, Scott, and Carl August, Siewerts, for Philadelphia, entered out at Liverpool 6th inst.

Bark Dagmar, Hansen, for Philadelphia, entered out at London 8th inst.

Br. bark Pawnee, Ankers, hence for Kingston, was spoken 7th inst., lat. 50, long. 20 8.

Bark William, Cole, for Philadelphia, sailed from Dunkirk 7th inst.

Bark Waldo, Pressey, for Philadelphia, cleared at London 7th inst.

Brig H. Houston, French, hence, at Boston 19th instant.

Brig Phœnix, Malsted, hence, at Bristol 6th inst.

Brig Ida L. Ray, Bradford, hence, at Boston 19th instant.

Brig J. Bickmore, Henley, hence, at Boston 19th instant.

Schr Leonessa, Meyers, hence, at Darien, Ga., 11th inst., via Savannah.

Schr Allen, from Middletown for Philadelphia, passed Hell Gate 19th inst.

Schr Gust, Martin, at Providence 18th inst. from Trenton.

Schr Ocean Belle, hence for Providence, passed Newport A. M. 18th inst.

Schrs James Martin, Baker; E. A. Bartle, Smith; and Addie M. Chadwick, Coan, hence, at Boston 19th inst.

Schr D. S. Siner, Huntley, for Philadelphia, cleared at Boston 19th inst.

Schrs Raven's Wing (new), York, and Richard Law, Eldred, for Philadelphia, sailed from Stonington 16th inst.

Schr Thomas Borden, Writhington, for Philadelphia, sailed from Fall River 16th inst.

Schr United States, Eldred, hence, at Bristol 17th instant.

Schr Hannah Blackman, Jones, for Philadelphia, sailed from Bristol 17th inst., after having been on the railway for repairs.

Schr C. Kienzle, Studams; A. Bartlett, Bartlett; and Ephraim and Anna, Green, for Philadelphia, cleared at Boston 18th inst.

Schrs A. M. Lee, Duke, from Richmond, Me., for Philadelphia, and E. A. Hooper, Champion, from Boston for do., at Holmes' Hole 16th inst. The A. M. Lee sailed again next day.

Schrs Mary E. Coyne, Facemire, and Emma R. Graham, from Boston for Philadelphia; William Walton, Hunter, and John M. Broomall, Douglass, from Hallowell for do.; Edith May, Higgins, from Wellfleet for do.; F. St. Clair Edwards, Ireland, from Bath for do., at Holmes' Hole 17th inst. The F. St. Clair Edwards, Emma R. Graham, William Walton, and John M. Broomall sailed again same day.

MISCELLANY.

Captain Evans, of schr Commerce, at New York from Baracoa, reports that all vessels entering a Spanish port and not having a certificate of Spanish tonnage measurement, are liable to a fine of $50, whether aware of this requirement or not, and that this may be considered a very unjust regulation. Masters of American vessels should bear this in mind.


SAFE DEPOSIT COMPANIES.

THE PHILADELPHIA TRUST SAFE DEPOSIT AND INSURANCE COMPANY, OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET.

CAPITAL, $500,000.

For SAFE-KEEPING of GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent at rates varying from $15 to $75 per annum, the renter alone holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins, Lewis R. Ashhurst, J. Livingston Erringer, R. P. McCullagh, Edwin M. Lewis, James L. Claghorn, Benjamin B. Comegys, Augustus Heaton, F. Ratchford Starr, Daniel Haddock, Jr., Edward Y. Townsend, John D. Taylor, Hon. Wm. A. Porter.

OFFICERS.

*President*—LEWIS R. ASHHURST.
*Vice-President*—J. LIVINGSTON ERRINGER.
*Secretary and Treasurer*—R. P. McCULLAGH.
*Solicitor*—RICHARD L. ASHHURST. 2 1 mth 6m

WASHING MACHINES.

TO THE DOUBTFUL.

Bring some soiled clothing on any Tuesday, Thursday and Saturday, and we will prove to you that the

KING WASHER

Will do the work well and quickly.

*We will sell them payable in easy instalments.*

We are agents for the RELIANCE WRINGERS, the easiest to work in the market. [5 5 thstu3mrp

J. H. COYLE & CO., Wholesale Dealers in Wooden Ware, Yarns, Etc., No. 516 MARKET STREET. Agents wanted for Pennsylvania and New Jersey.

CORDAGE, ETC.

WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS, No. 29 North WATER Street and No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE. Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights. EDWIN H. FITLER & CO., Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

FOR THE SUMMER.

To prevent Sunburn, Freckles, and to make the skin white and beautiful, use Wright's Alconated Glycerine Tablet of Solidified Glycerine.

It is a sure remedy for mosquito bites, and is the best of all Toilet Soaps. Sold by Druggists generally.

R. & G. A. WRIGHT, 6 30 thstu15trp No. 624 CHESNUT Street.

Corn Exchange Bag Manufactory JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts. ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY, are now receiving freight at 5 cents per 100 pounds, 2 cents per foot, or 1-2 cent per gallon, ship option.

INSURANCE ½ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to JOHN F. OHL, PIER 19, NORTH WHARVES. 28 5

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Wednesday, July 20.

The YAZOO will sail from New Orleans, via Havana on Friday July 1.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail from Savannah on Saturday, July 23, at 8 A. M.

The TONAWANDA will sail for Savannah on Saturday, July 23.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Tuesday, July 19, at 6 P. M. Returning, will leave Wilmington Saturday, July 9th.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent, No. 130 South THIRD Street. 6 15

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.

Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents, No. 3 DOCK Street, Or WILLIAM. P. CLYDE & CO., No. 12 S. WHARVES.

WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES.

W. P. PORTER, Agent at Richmond and City Point.

T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Washington, Saturday, July 23, at 2 P. M.
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

| Payable in gold. | | Payable in currency. | |
|---|---|---|---|
| First Cabin | $75 | Steerage | $30 |
| To London | 80 | To London | 35 |
| To Paris | 90 | To Paris | 38 |
| To Halifax | 20 | To Halifax | 15 |

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents, No. 402 CHESNUT Street, Philadelphia. 4 5

FOR NEW YORK, via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY. The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue.

JAMES HAND, Agent, No. 119 WALL Street, New York. 3 45

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO., No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK, VIA DELAWARE and Raritan Canal. SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES.

Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to WILLIAM M. BAIRD & CO., Agents, No. 132 South DELAWARE Avenue. 14

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.

Captain JOHN LAUGHLIN, Superintendent.

Office, No 12 South Wharves, Philadelphia. 4 115

WATER PURIFIERS.

FARSON'S New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.

In operation and for sale at the MANUFACTORY, No 220 DOCK Street, and sold by House-furnishing Stores generally. 211

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

| | | |
|---|---|---|
| $200,000 | United States Five Per Cent. Loan, ten-forties | $216,000·00 |
| 100,000 | United States Six Per Cent. Loan (lawful money) | 107,750·00 |
| 50,000 | United States Six Per Cent. Loan, 1881 | 60,000·00 |
| 200,000 | State of Pennsylvania Six Per Cent. Loan | 213,950·00 |
| 200,000 | City of Philadelphia Six Per Cent. Loan (exempt from tax) | 200,925·00 |
| 100,000 | State of New Jersey Six Per Cent. Loan | 102,000·00 |
| 20,000 | Pennsylvania Railroad First Mortgage Six Per Cent. Bonds | 20,450·00 |
| 25,000 | Pennsylvania Railroad Second mortgage Six per Cent. Bonds | 23,625·00 |
| 25,000 | Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee) | 20,000·00 |
| 30,000 | State of Tennessee Five Per Cent. Loan | 15,000·00 |
| 7,000 | State of Tennessee Six Per Cent. Loan | 4,270·00 |
| 12,500 | Pennsylvania Railroad Company, 250 shares stock | 14,000·00 |
| 5,000 | North Pennsylvania Railroad Company, 100 shares stock | 3,900·00 |
| 10,000 | Philadelphia and Southern Mail Steamship Company, 80 shares stock | 7,500·00 |
| 246,900 | Loans on Bond and Mortgage, first liens on City Properties | 246,900·00 |
| $1,231,400 Par. | Market value, | $1,255,270·00 |
| | Cost, $1,215,622·27. | |
| | Real Estate | 36,000·00 |
| | Bills Receivable for Insurances made | 323,700·75 |
| | Balances due at Agencies:— Premiums on Marine Policies, Accrued Interest, and other debts due the Company | 65,097·95 |
| | Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value | 2,740·20 |
| | Cash in Bank $168,318·88 | |
| | Cash in Drawer 972·26 | 169,291·14 |
| | | $1,852,100·04 |

DIRECTORS.

Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, James Traquair, Henry Sloan, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal, Hugh Craig, John D. Taylor, George W. Bernadou, William C. Houston, Samuel E. Stokes, William G. Boulton, Edward Darlington, H. Jones Brooke, Edward Lafourcade, Jacob Riegel, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McIlvain, H. Frank Robinson, J. B. Semple, Pittsburg, A. B. Berger, Pittsburg, D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD LIFE INSURANCE COMPANY OF PENNSYLVANIA,

OFFICE: No. 701 CHESNUT Street, PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of MONTHLY PAYMENT OF PREMIUMS Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731·67

CAPITAL $400,000·00
ACCRUED SURPLUS AND PREMIUMS 2,425,731·67

INCOME FOR 1870, $510,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker, Samuel Grant, George W. Richards, Isaac Lea, George Fales, Alfred Fitler, Thomas Sparks, William S. Grant, Thomas S. Ellis, Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
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THEODORE M. REGER, Assistant Secretary.

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Remember that life's but a span,
'Tis our duty to help one another,
And do a good turn when we can.

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Receipts of Premiums, 1869 $1,991,837·45
Interest from Investments, '69 114,696·74
$2,106,534·19
Losses paid, 1869 $1,035,386·84

Statement of the Assets.

| | |
|---|---|
| First Mortgages on City Property | $766,450 |
| United States Government and other Loan Bonds | 1,122,846 |
| Railroad, Bank and Canal Stocks | 55,708 |
| Cash in Bank and Office | 247,620 |
| Loans on Collateral Security | 32,558 |
| Notes Receivable, mostly Marine Premiums | 321,944 |
| Accrued Interest | 20,357 |
| Premiums in course of transmission | 85,198 |
| Unsettled Marine Premiums | 100,900 |
| Real Estate, Office of Company Philadelphia | 30,000 |
| | $2,783,581 |

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DANIEL SMITH, JR., President.
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LEGAL NOTICES.

LETTERS OF ADMINISTRATION ON THE Estate of JAMES ALLDERDICE, late of the city of Philadelphia, deceased, having been granted to the subscriber by the Register of Wills of the county of Philadelphia, all persons indebted to said estate are requested to make payment, and those having claims or demands against the same to present them without delay to JOHN D. TAYLOR, Administrator, 6 16 th6t* No. 337 ST. JOHN Street.

LETTERS TESTAMENTARY UPON THE estate of L. M. HART, deceased, having been granted to the undersigned, persons owing said estate will make payment, and those having claims against it will present them to HENRY McALLISTER, JR., Administrator. 7 14 th 6w

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PHILADELPHIA.

*The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.*

THURSDAY, JULY 21, 1870.


## *THE MASSACHUSETTS SENATORS, MOTLEY, AND GRANT.*

The President, by recalling Mr. Motley from the English court, has got himself into a difficulty with the Massachusetts Senators that promises to involve him in serious and damaging consequences, even if it does not totally destroy his influence and make his administration a disgraceful failure—all of which disagreeable consequences, however, depend upon whether the people of the United States have as high an opinion of the importance of Messrs. Sumner and Wilson as they themselves appear to have. At any rate, the President has drawn upon himself the wrath of Sumner and likewise of Wilson, and he will now have to worry through the two years and a half that yet remain of his term of office not only without the aid and comfort of the two Massachusetts Senators, but under the weight of their displeasure. If Grant can stand it, however, the probabilities are that the nation will manage to get along somehow, even if such distinguished statesmen are at outs with the administration.

With regard to the reasons for the recall of Mr. Motley nothing is certainly known, for the President has not seen fit to take the public into his confidence on the subject. The rumor, however, that there were serious differences between the President and Mr. Motley as to the proper method of urging the Alabama claims is probably not far from the truth. Mr. Motley was the *protege* of Senator Sumner, and it is charged that he insisted upon carrying out the views of his friend rather than those of the State Department, which would base our claims for damages committed by the English-built Rebel cruisers upon the granting of belligerent rights rather than upon the violation of every principle of international law, friendship, and decency in permitting these cruisers to leave the English ports to prey upon American commerce, when it was perfectly well known for what purpose they were launched and fitted out. Senator Sumner's grandiloquent assertion that England was liable for the expenses of the whole war because she granted belligerent rights to the Rebels was all well enough as a piece of stump oratory, but it would not hold water for an instant in any court of law, especially in view of the fact that we granted belligerent rights to the Rebels ourselves. It was a discourtesy on the part of England to recognize the Rebels as belligerents when she did, but it was not a point upon which we could depend for a satisfactory adjustment of the Alabama claims.

If there was such a serious difference of opinion between the administration and Mr. Motley, his recall was a duty that the President owed the country, and if, as is asserted, this difference was known when he received his instructions, he ought never to have been entrusted with the mission, notwithstanding the fact that he was the personal friend of Charles Sumner. Whatever the reasons of the President might have been for the recall of Mr. Motley, Mr. Sumner has chosen to consider it as a personal effront, on account of his opposition to the San Domingo treaty. Exactly how he arrived at this conclusion it is rather difficult to understand, but he did take the matter so much to heart that his and Mr. Motley's friend, Senator Wilson, wrote a querulous letter to the President protesting against the recall of the latter, and explicitly charging that the President intended it as a slight to Sumner because he spoke and voted against the ratification of the San Domingo treaty. This letter, which we publish on our third page, is not creditable either to Wilson or Sumner, for they have some reputation as national men and profess to be above the common herd of scheming, axe-grinding, wire-pulling politicians who infest the halls of Congress and it is an exceedingly forcible illustration of the difficulty any President must labor under who desires to administer the Government on a truly national and unpartisan basis. That President Grant's administration has not given the entire satisfaction that it ought is in a great measure due to the fact that he did not resolutely adhere to his original programme and refuse to submit to the dictation of politicians and so-called statesmen, no matter what their pretensions might be. By adopting a half-way policy he has pleased nobody, and has lost favor were the politicians without winning the cordial support of the mass of the people who anxiously desired that he should overthrow the old and disgraceful system of dealing out the public offices as rewards for political services and introduce a new and better state of affairs. That President Grant did desire this there can be no manner of doubt, and it was to such men as Charles Sumner and Henry Wilson that he had a right to look for support in carrying out his policy, if to anybody. He found, however, that they were as eager to push their favorites into position as other politicians, and that if he persisted in the contemplated reforms he would find them among his bitterest opponents.

Admitting that Mr. Wilson had a right to protest against the recall of Mr. Motley, the whole tone of his letter is in the highest degree offensive, and, without taking into consideration any of the other features of the case, it is rather to the credit of the President that he quietly disregarded the wrath of the two Massachusetts Senators and carried out his own ideas in the matter, without regard to their likes and their dislikes. It may be the privilege of individual Senators to advise and recommend certain appointments, but they certainly have no right to dictate; and no matter what the custom of late years may have been, the President was more than justified in considering the arrogant attempt of Messrs. Sumner and Wilson not only to appoint the minister but to control the policy of the English mission, as an impertinence that the interests of the country demanded he should rebuke in the manner he has done.

## *THE PHILADELPHIA AND ERIE RAILROAD.*

The modification of the lease under which the Pennsylvania Railroad controls the Philadelphia and Erie Road was consummated yesterday by the consent of nearly all the parties interested, the vote standing 63,168 to 2717. The chief opposition came from Horace F. Clark, President of the Lake Shore and Southern Michigan Railroad Company, who was no doubt influenced by the belief that the old lease would be more favorable to the roads with which his father-in-law, Vanderbilt, is identified, than the modified lease. The prosperity and usefulness of the Philadelphia and Erie Railroad hinge largely upon the ability of its managers to compete with the New York lines for the transportation of Western produce from the lakes to the Atlantic seaboard, and the late modification will render great assistance in promoting this important end. The relative decline of the commercial importance of Philadelphia dates back to the period when New York established, by the early construction of the Erie Canal, superior facilities for the eastward movement of the Western crops, and the action yesterday may have an important influence in facilitating the efforts of the merchants of this city to recover this lost ground. The Philadelphia and Erie Railroad has served a useful purpose in developing the local resources of an important section of the Commonwealth, though it was for a long period totally neglected; but it has not hitherto gratified the great expectations originally based on its presumed utility for through traffic. The new arrangement, however, will give new vitality to these deferred hopes.

During the progress of the fight between France and Prussia the people of the United States will be eager to hear the latest intelligence from the scene of action, and the papers that make the most efficient arrangements for receiving news will achieve both popularity and profit. The New York *Sun*, with a creditable enterprise, has engaged the distinguished war correspondent, William H. Russell, LL. D., to send it telegraphic despatches daily from the front by cable. The *Sun* offered Dr. Russell his own terms, and although the arrangement will necessarily involve a great expense, there can be no doubt that it will pay. No writer living has had so much experience in recording the movements of armies and describing military manœuvres and battles as Dr. Russell, and although he has blundered occasionally, as in several notorious instances during the early stages of the Rebellion in this country, he is generally accurate and always forcible and graphic in his descriptions. The New York *Sun* is therefore to be congratulated on having secured his services, and the despatches of Dr. Russell from the front will place it ahead of many of its rivals in the matter of war news by furnishing the public with interesting, important, and reliable information.

Bold Brigadier Thomas has booted and spurred himself for a desperate effort to ride into Congress on the back of poor little John Chinaman. Catching firm hold of the pigtails of the unhappy Celestials, he fancies that he is too firmly seated on his Asiatic hobby-horse to be overthrown. In vain will Chinese gongs be beaten, toms-toms sounded, or fire-crackers be exploded. The valiant rider cannot be unhorsed. Fiery dragons cannot frighten him, and all the hideous figures painted on porcelain fail to appal his ardent soul. Let Koopmanschap beware! Thomas has resolved that this beautiful land shall never be desecrated by Pagan pagodas, and if he is sent to the House of Representatives all treaties with China must, of course, be instantly overthrown, the Pacific ports must be closed up, and every hard-working Chinese laborer must be instantly set back to his native land, except the unhappy individual specimen of the proscribed race that is kept for the political use of this ambitious Congressional aspirant.

A report comes from Berlin that the real cause of the present war is the failure of the Empress Eugenie to marry her niece, the Duchess of Alba, to Prince Leopold of Hohenzollern. If anything could dampen the ardor of Frenchmen in the present conflict, or intensify the anger of the Prussians, it would be the belief that they are summoned to bloody battle-fields to gratify private malice of this petty description. In this age of the world there is something dreadful in the thought that any beings should have the power to avenge social slights by the slaughter of thousands of brave soldiers.


### SPECIAL NOTICES.

*For additional Special Notices see the Inside Pages.*

☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

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Everything belonging to Gentlemen's Attire necessary to comfort in summer travelling can now be found in full variety at Mr. WANAMAKER'S Establishment on CHESNUT Street, together with Summer Suits, Dusters, Linen Overalls, etc. There is a large assortment of Valises, Dressing Cases, Toilet Articles in travelling shape, and Gents' Furnishing Goods generally, with many novelties of French and English make.

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July, 1870.

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No. 224 S. Delaware Avenue,
Philadelphia, July 20, 1870.
DIVIDEND NOTICE.
The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened.
7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.
Philadelphia, July 15, 1870.
The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.
7 15 14t S. BRADFORD, Treasurer.

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### NEW PUBLICATIONS.

HARPER'S
New Monthly Magazine
FOR AUGUST, 1870.

CONTENTS.

THE RAQUETTE CLUB.
Illustrations:—The Dismal Wilderness.—The Professor.—The Club.—The Rush for the Wilderness.—"Madam, I beg pardon; is this a Deer-hound?"—"Have you no Voiture, no Barouche?"—"The Laker."—The Lazy Guide.—Before going to the Adirondacks.—After going to the Adirondacks.—An English Tourist "Doing" the Adirondacks.—An Explosion.—"What will He do with It?"
SOUTH-COAST SAUNTERINGS IN ENGLAND.—(*Saunter VI.*)
Illustrations:—Canterbury Cathedral.—The Undercroft.—Device on Archbishop Morton's Tomb.—Dean Alford.—St. Martin's Church, and View.—The Penance of Henry II.—Ancient Etching of Becket's Shrine.—Mosaics near Becket's Shrine.—The Venerable Canon Robertson.
MY MOCKING-BIRD.
THE ELECTRIC LIGHT.
Illustrations:—Stage Effects of the Electric Light.—Principle of the Regulator.—The Charcoal Points, magnified.—Magneto-Electric Machine.—The Electric Microscope.—Night-work by Electric Illumination.
A VISIT TO BANGKOK.
Illustrations:—The King of Siam proceeding in State to visit a Temple.—The Royal Barge.—Prime Minister of Siam.—King of Siam.—A Theatrical Performance in Bangkok.—Court-yard of the King's Palace.—A Prince of the Blood.—The Heir-Apparent.—A Siamese Temple.—Pagoda.—Gate of Temple.
THE AUTO DA FE OF 1725.
EARLY HISTORY OF COLORADO.
TWO HEARTS.
FREDERICK THE GREAT.—IX. The Campaign of Moravia.
Illustrations:—The Young Lords of Saxony on a Winter Campaign.—Map illustrating the Campaign in Moravia.—Frederick concentrating his Army at Chrudim.—Plan of Battle of Chotusitz.—Maria Theresa at the Head of her Army.
THE OLD LOVE AGAIN. By Annie Thomas.
Illustration:—The Private Room.
BY-PATHS TO PROSPERITY.
PLAYED TO THE END.
AMERICAN ARTISTS IN ITALY.
AS EASY AS LYING.
TWO POETS.
ONLY CLODHOPPERS.
FEMALE SUFFRAGE.—A Letter to the Christian Women of America.—(*Part I.*)
ANTEROS. By the Author of "Guy Livingstone," etc.
HEARTACHE.
EDITOR'S EASY CHAIR.
EDITOR'S LITERARY RECORD.
EDITOR'S SCIENTIFIC RECORD.
EDITOR'S HISTORICAL RECORD.
EDITOR'S DRAWER.

With the June Number Harper's Magazine entered upon its *Forty-first Volume*. The Number for August contains papers of unusual interest and attractiveness. The leading article, "The Raquette Club," like other illustrated papers that have recently appeared in this Magazine, revives the associations which formerly clustered about Porte Crayon's remarkable character-sketches. M. D. Conway contributes another of his "South-Coast Saunterings," dealing this time with the old English cathedral town of Canterbury. This paper, profusely illustrated, will be completed in the September Number. In "The Electric Light" we have another of those illustrated scientific articles which have done so much to acquaint general readers with the more recondite laws and operations of natural forces. "The Old Love Again," by Annie Thomas, and "Anteros," by the Author of "Guy Livingstone," are still continued. In the September Number will be commenced "Anne Furness," a new and brilliant serial story, by the Author of "Aunt Margaret's Trouble," "Mabel's Progress," etc. Besides the serials, the August Number contains five very good short stories, three excellent poems, and more than the usual quantity of light and pleasant reading-matter in the shape of essays. "Frederick the Great" is still continued. This history of the life and campaigns of Frederick the Great is of especial interest at the present time, in connection with the war now opening between Prussia and France. A brief *resume* is given, in another paper, of the early history of Colorado. "A Visit to Bangkok" is an interesting narrative, beautifully illustrated. The paper on "Female Suffrage"—a letter to the Christian Women of America—will attract universal attention: it will be completed in the September Number.

Regarding the literary excellence, the variety, and the attractiveness of its contents, and the timeliness of its occasional articles bearing on current topics, the Publishers of Harper's Magazine may confidently challenge for it comparison with its previous record, and claim that it is fulfilling the promises which they have made in the past.

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6 16 2m MRS. E. PARKINSON JONES.

THE COLUMBIA HOUSE, AT CAPE MAY, IS again under the management of GEORGE J. BOLTON, who is also proprietor of Bolton's Hotel, at Harrisburg, Pa. 7 9stuth23t

McMAKIN'S ATLANTIC HOTEL,
CAPE MAY, N. J.
The new Atlantic is now open.
5 25 wtm 3m JOHN McMAKIN, Proprietor.

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

*ATLANTIC CITY.*

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in the Price of Board.
Music under the direction of Professor M. F. Aleda.
Terms, $20 per week.
Persons desiring to engage rooms will address
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstu1m 6 26 dlm 7 26 thstu1m

BARR'S "CONSTITUTION HOUSE," CORNER ATLANTIC and KENTUCKY Avenues, Atlantic City, N. J.
This well-known House is now open for the reception of guests. MRS. M. A. LEEDS,
Late of Seaview House.
The bar will be under the superintendence of the late proprietor, and will be open in conjunction with the other part of the house.
7 9 stuthlm* HUGH BARR.

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular,
A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. PREAS, Proprietor.

LIGHTHOUSE COTTAGE,
Located between United States Hotel and the beach,
ATLANTIC CITY, N. J.
BOARD REDUCED.
Open from June 1 to October 1.
6 1 2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE,
ATLANTIC CITY.
A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 11m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,
6 11 2m Proprietress.

HEWITT HOUSE, ATLANTIC CITY, N. J.—This favorite house has been removed two squares nearer the ocean, and is now on PENNSYLVANIA Avenue, next to the Presbyterian church. It is now open for the season.
6 11 stuth2m A. T. HUTCHINSON, Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.
6 25 6w GEORGE H. MACY, Proprietor.

COTTAGE RETREAT ATLANTIC CITY, N. J., is now open for the reception of guests. Terms moderate. MRS. McCLEES,
6 11 stuth 2m Proprietress.

PENN MANSION (FORMERLY ODD FELLOWS' Retreat), ATLANTIC CITY, is now in the hands of its former proprietor, and is open for the season.
6 11 2mood WM. M. CARTER, Proprietor.

CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests.
6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

### FINANCIAL.

THE
Lehigh Valley Railroad Company
Will, until August 1 next, pay off at
Par and Accrued interest,
Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.
L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
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STOCKS, LOANS, ETC., BOUGHT AND SOLD AT THE BOARD OF BROKERS, BY GEORGE J. BOYD,
7 14 thstu3m* No. 18 S. THIRD Street.

### TO RENT.

TO RENT—TEMPORARILY, FROM NOW until January 1, 1871,
THE FIRST-CLASS STORE,
NO. 34 S. SECOND STREET.
Inquire of W. T. SNODGRASS & CO.,
7 21 1t* N. W. Cor. NINTH AND MARKET Sts.

### SUMMER RESORTS.

SUMMER RESORTS ON THE LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.
MAY 30, 1870.
MANSION HOUSE, MT. CARBON.
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TUSCARORA HOTEL.
Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
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W. F. Smith, Mahanoy City P. O., Schuylkill county.
MOUNT CARMEL HOUSE,
Charles Culp, Mount Carmel P. O., Northumberland co
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F. Mayer, Reading P. O., Berks county.
ANDALUSIA HALL,
Henry Wagner, Reading P. O., Berks county.
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COLD SPRINGS HOTEL, LEBANON COUNTY,
Wm. Leroh, Pine Grove P. O., Schuylkill county.
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John Frederick, Ephrata P. O., Lancaster county.
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DOUTY HOUSE,
George S. Burr, Shamokin, Northumberland county.
Excursion Tickets will be sold at Philadelphia to and from above points at reduced rates, good for same day issued, and on Saturdays good until the following Monday. 5 25 2m

DOUBLING GAP SPRINGS,
WHITE SULPHUR AND CHALYBEATE WATERS.

Route by Pennsylvania Central and Cumberland Valley Railroads to Newville, Pennsylvania. Excursion tickets good on any train all summer. Time seven hours, including short stage ride from Newville. House newly fitted up, and new proprietor. 7 19 tuths3t

BELMONT HALL,
SCHOOLEY'S MOUNTAIN, N. J.,
IS NOW OPEN.
This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.
7 11 1m D. A. CROWELL, Proprietor.

BENTZ HOUSE,
Nos. 17 and 19 EAST MAIN STREET,
CARLISLE, PENNA.
The attention of the travelling community, and persons seeking a quiet summer resort, are called to this first-class Hotel, new and handsomely furnished throughout, with all the modern conveniences.
Terms for summer boarders $6 to $10 per week.
6 1 2m GEORGE Z. BENTZ, Proprietor.

KITTATINNY HOUSE,
DELAWARE WATER GAP.
This delightful summer resort is now open, and much improved. Trains leave Kensington 7·30 A. M. and 3·30 P. M. Arrive at the Gap in less than five hours.
6 25 stuthlm* WM. A. BRODHEAD & SONS.

LAKE GEORGE—LAKE HOUSE, CALDWELL, N. Y.—Best of accommodations for families and gentlemen.
Board per day, $3·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21.
Open from June 1 to October 10. Address
6 6 2m H. J. ROCKWELL.

CHITTENANGO,
WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad, at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors
W. D. WOOD,
6 30 1m* Proprietor.

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THE AMERICAN
Combination Button-Hole
AND
SEWING MACHINE

Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

**Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work.**

Place it unquestionably far in advance of any other similar invention.
This is the only new family machine that embodies any Substantial Improvement upon the many of machines in the market.

**It Certainly has no Equal.**

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.
Call and see it operate—and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work

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GARDNER & FLEMING,
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In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp
Phætons,
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AT VERY MUCH REDUCED PRICES

### HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in a the improved fashions of the season, CHESNUT Street next door to the Post Office. 4 28

# THE PRUSSIAN PREMIER.

## Count Von Bismarck.

## The Man of "Iron and Blood."

## The Master-Mind of Germany.

## His Wonderful Career.

William I, as King of Prussia, is the nominal head of the North German Confederation, and the personal antagonist of Napoleon in the struggle now going on in Europe. But behind the throne of King William stands Count Otto Edward Leopold von Bismarck, the Chancellor of the Bund, its creator, the master-mind of Germany and the moving spirit of Prussia's present greatness. Without him King William might get along at present, might possibly conduct the present war to a successful issue. But without him King William could never have wrested Schleswig-Holstein from Denmark, humiliated Austria at Sadowa, annexed to Prussia a dozen of the surrounding kingdoms and principalities, and on the ruins of the old Germanic Confederation built up the new Confederation of North Germany with Prussia at its head, and holding the position of the most formidable power on the Continent. He is reported to have said recently—probably at the time of the Luxembourg imbroglio in 1867, as that would make the dates tally:—

"Sixteen years ago I was living as a country gentleman, when the King appointed me Envoy of Prussia at the Frankfort Diet. I had been brought up in the admiration, I might almost say the worship, of the Austrian policy. Much time, however, was not needed to dispel my youthful illusions. The humiliation of my country, Germany, sacrificed to the interests of a foreign nation, a crafty and perfidious line of policy, these were not things calculated to give me satisfaction. I conceived the idea of snatching Germany from Austrian oppression—at least that part of Germany whose tone of thought, religion, manners and interests, identify her destinies with Prussia—Northern Germany."

To this gigantic task he inspired King William, and through his cunning statecraft and indomitable will, even more than to the needle-gun at Sadowa, its consummation was indebted. Now that Napoleon, alarmed at the gigantic strides made by Prussia under his inspiration, has taken upon himself the task of undoing his great work, the life of this man of "Iron and Blood" becomes a vital portion of the history of the pending struggle.

Otto von Bismarck was born on the family estate of Schoenhausen, in the province of Brandenburg, on the 1st of April, 1815.

**The Bismarck Family.**

He came of a family which belongs to the ancient gentry of the country, and has furnished many officers and servants to the Electors and Kings of Prussia. On the banks of a small stream known as the Biese, in Alt Mark, lies a quaint old town of picturesque appearance, which was once of considerable importance within itself, but is now chiefly interesting from its associations with the traditions of this illustrious Bismarck family. By some antiquarians the origin of the name is traced to its situation on the Biese; by others to the Bismarck family, whose early seat it was; but the more generally received opinion is that, having been a possession of the Bishops of Havelberg, who erected there a strong fort or castle for the protection of their territory or Mark, the town was originally called Biscopesmarck (Bishopsmark). In process of time the name became shortened to Bismarck. Anciently the town had an ecclesiastical importance, from the presence of a holy cross, which was said to have fallen from heaven.

Little is definitely known respecting the origin of the Bismarcks. One tradition asserts that they were a noble family of Bohemia, settled by Charlemagne in the Alt Mark, and the founders of the town that bears their name; but they are now generally believed to be, like most of the families of knightly rank in the Alt Mark, the descendants of German warriors who, under the Guelph, the Ascanian, or other princes, had conquered the Slavic lands on both sides of the Elbe for Christianity and German civilization, and had then settled themselves on those lands as fiefholders. The Bismarcks, according to this view, belonged to the warrior family that held Biscopesmarck; and, when surnames came into use, called themselves after their dwelling-place, and thenceforth were known in German annals as Von Bismarck, retaining the name after the loss or cession of their original seat. Like many other knightly families of the Alt Mark, the Bismarcks gradually spread towards the east, conquering larger territory for German Christian culture, and subduing the Wends, or driving them back towards the Oder. Then, at the beginning of the fourteenth century, the Bismarcks appear as warrior knights in Priegnitz and the region of Ruppin. On the other hand, the German historian Riedel traces the family of the great Prussian statesman to a plebeian origin. It appears to him credible and plausible that the chivalric race of Bismarck found at the commencement of the fourteenth century in Priegnitz should have descended from the castellans at Bismarck, who were provided with territorial fiefs on the downfall of the episcopal castle; while he holds it for a certainty that the Von Bismarcks of Prussia arose from a citizen family, and attained their rank as a reward for distinguished military services. Herr Riedel lays great stress on the fact that in the fourteenth century Claus von Bismarck appears as Freeman of the Guild of Tailors in Stendal, the circle or county to which the town of Bismarck belongs; but this proves nothing by itself. It is well known that in early times many knightly families settled in towns and took part in municipal government, which at first was always more or less patrician in character; and the noblest families were frequently associated with citizen guilds, as patrons or honorary members—as in modern times, for example, the Worshipful Company of Merchant Tailors in London made the Duke of Wellington free of their guild.

But, whether noble or plebeian, the first ancestor of the Bismarck family of whom we find any certain mention in German annals was not a man to be ashamed of. This was Rulo or Rudolf von Bismarck, whose name appears in the records from 1309 to 1338. This personage was a respected member of the Guild of Tailors, often its presiding officer, as well as a municipal magistrate. He was held in high esteem for his prudence and wealth; but, by founding a system of common schools in Stendal, aroused the opposition of the clergy and gave rise to a dispute which was not settled until long after his death. As a reward for important services rendered by Claus von Bismarck, his eldest son, to the Margrave Ludwig, the latter, in the year 1345, granted the castle of Burgstall, one of the strongholds of the country, protecting the southern frontier of the Alt Mark towards Madgeburg, to Claus von Bismarck and his descendants as a fief Thus the Bismarcks entered the first rank of the nobility of the Alt Mark as castellans.

The family of Bismarck remained in undisturbed possession of Burgstall until the year 1558, when the hunt-loving Electoral Prince, the Margrave John George, in order to obtain wider preserves, attacked their ancient privileges and forest rights, and ten years later compelled them to exchange their ancestral seat for Crevese and Schoenhausen. To the branch of the family settled at the latter place belongs Count von Bismarck, the Chancellor of the North German Confederation.

**His Early Life.**

Born at Schoenhausen, as already stated, on the 1st of April, 1815, he was christened Otto Edward Leopold. His father was a captain of horse, who died in 1845; his mother, a daughter of the Cabinet Secretary of King Frederick William III, Menken by name, is said to have been a remarkably clever and ambitious woman, who always wished that her son might enter the diplomatic service, but died long before his brilliant public career began. His parents had removed to Pomerania in 1816, and it was here that the first six years of his life were passed, on the knightly estate of Kniephof, to which, together with Jarchelin and Kulz, in the circle of Naugard, the family had succeeded through the death of a cousin of young Bismarck. To Kniephof also he always returned in his holidays from Berlin, where he received his early education. At the age of seventeen, in 1832, he was transferred to the University of Gottingen. Before this event he had already fought his first duel. His opponent was a brave lad named Wolf. Both were rather unscientific in the use of weapons, and Bismarck retired from the contest with a wounded leg, while his antagonist only lost his spectacles. Having acquired a taste for the wild student life which prevails at the University of Heidelberg, he had been anxious to enter that institution, while his mother, fearful that he might there acquire the to her detestful habit of beer drinking, desired him to enter the University of Berlin. But young Bismarck was anxious to be emancipated from the social and academic restrictions that make student life in that city so tame in comparison with that of other university towns in Germany, and Gottingen was fixed upon as a compromise.

**His Wild University Career.**

At Gottingen he soon became famous, not for application to his studies, but for the wildest extravagance and frequent participation in duels. According to his own account, he attended lectures but twice before passing his examination and led a wild and reckless career generally. The following story is told of this portion of his life:—

For some aggravated offense he was one day cited to the presence of the Dean. With a careless bravado very characteristic of him he appeared before that awful functionary wearing a tall hat, a gay dressing-gown, with riding-boots that reached above his knees, and accompanied by an enormous blood-hound. Startled out of his senses by this unexpected apparition, the poor Dean sought refuge behind a chair, and only left his hiding-place after the audacious student had sent the dog out of the room. On leaving the Dean, who had fined him for having the dog in his possession, young Bismarck encountered a party of four students belonging to the Hanoverian Corps, who amused themselves by making sarcastic remarks on his extraordinary costume. High words ensued, followed by a challenge from each of the four Hanoverians.

Indeed, during the first three terms of his university life, he was engaged in over twenty duels. He was wounded in one instance only, and that by the breaking of his adversary's sword-blade, the scar being visible on his cheek to this day.

**His Entrance upon the World.**

After leaving the university he was employed as a subordinate functionary in various government offices; but, growing weary of this dull routine, soon retired to his estates at Kniephof, which he successfully tried to relieve from the embarrassed condition into which they had fallen through neglect and mismanagement. He was then about twenty-three years of age, and had already entered the Jager Guard, to fulfil the military duties incumbent upon every Prussian. When, through his excellent management, the estates began to rise in value, and he was able to rely upon his subordinates, he grew dissatisfied with the contracted life around him, and plunged anew into the wild excesses that had marked his student's career. In his youthful fancy he had formed a certain ideal of a country Junker, or squire. He owned no carriage, and performed all his journeys on horseback, astonishing the neighborhood by riding twenty or thirty miles to evening assemblies. Despite his wild life and actions, he felt a continually increasing sense of loneliness; and the same Bismarck who gave himself to jolly carousals among the officers of neighboring garrisons, sank, when alone, into the bitterest and most desolate state of reflection. Throughout the surrounding country he received the title of "mad Bismarck," and strange stories were told about his riding, hunting, and drinking huge bumpers of porter and champagne. In the very midst of these carousals he would sometimes retire from his jovial companions and remain shut up in his library for days and nights, reading hard metaphysics, history, and politics; then sallying out on long rambles accompanied only by a huge mastiff, and afterwards boring his friends with long political dissertations.

He also diversified his country life by several journeys to England and France, and in 1847 he married Fraulein von Puttkammer. The parents of the lady on whom he had bestowed his affections were quiet, pious people, and therefore considerably alarmed when he, a man as yet only famous for his eccentricities, proposed to their daughter, but were thunderstruck when the maiden firmly though bashfully declared that she loved him. They, however, consented, and never had reason to repent it, for in all the vicissitudes of his political life. Bismarck has proved a model husband and father. He is now the father of three children, and his married life is said to have been extremely happy from the first, as his wife enters enthusiastically into all his plans, and acts as his secretary and amanuensis. Having settled down as a country squire at Schoenhausen, he was not destined to remain long in that quiet character. He became Dyke Captain there, and afterwards Knight's Deputy in the circle of Jorichow in the Saxon Provincial Diet at Merseburg. In that capacity he attended the first meeting of the United Diets in 1847, on which occasion he first attracted the notice of the public to himself in more extended circles.

**His Early Political Career.**

King Frederic William III had died without fulfilling the solemn promise, made in the crisis of 1815, of granting to his people a national representation. His successor felt that things could not go on as before, and was willing to admit representatives of the people to a certain share in the Government. So Frederic William IV, after long and fatal hesitation, issued on February 3, 1847, the letters patent granting a representation, composed of delegates of the provincial Diets, but this royal grant caused general disappointment. The first step of the new Assembly was to declare that the Convocation of the United Estates (Vereinigter Landtag) could not be considered as a fulfilment of the royal promise of 1815. This declaration was strongly opposed by Bismarck, who had taken his seat as a delegate of his provincial Diet. The wars of 1813-15, he said, had not given to the Prussian people any right to demand a constitution; their object was to shake off the foreign yoke. The Prussian kings held their throne not by the grace of the people, but by divine right; their power was *de facto* unlimited, and every concession they made was a free gift. In the same spirit he opposed a bill for removing the civil disabilities of the Jews. In short, Bismarck spoke in that Assembly as a member of the extreme right, or feudal party. When shortly afterwards the storm of 1848 swept away the United Estates, and the King, in spite of his former declarations, granted a paper constitution, Bismarck in the last sitting of the Estates protested in a manful and dignified way, and then retired to his country-seat, deeply regretting the weakness of the Government, whose adventurous flight he was unable to follow. But he lost neither heart nor hope; and when soon afterwards the Socialist follies of the democratic party drove even the Liberals into opposition, he became the nucleus of a new conservative party, and one of the most trusted advisers of Frederic William IV, whose personal acquaintance he had made in Venice on his wedding tour.

The courage and energy which Bismarck showed in those stormy times deserve to be acknowledged. He never bowed to the revolution even in the most critical days, and took a chivalrous pleasure in defying the menaces of the demagogues; but at the same time he expressed a withering contempt of popular rights and public opinion, and identified the Liberal leaders with the heroes of the barricades. He was at that time also a most ardent adversary of all projects of German unity, and denied that the nation at large really desired it.

**He Represents Russia at the Diet.**

In 1851, Bismarck was sent as Plenipotentiary to Frankfort, where he remained for eight years. It was during this period that his political ideas underwent a great change. He arrived in Frankfort in the full fervor of a partisan of the Holy Alliance, and a champion of the reaction.

But if he was ready to act a faithful ally of Austria, he remained nevertheless a Prussian, and claimed from his country a co-ordinate position in the Germanic Diet.

**His Conversion from the Austrian Policy.**

The working of the German Federal Constitution before 1848 had in fact only become possible by a tacit agreement between Austria and Prussia, Prince Metternich taking the lead in all European questions, but leaving Prussia a certain liberty of action in North Germany, and particularly in all questions of material interest, like the Zollverein. Bismarck had, as he himself says in the passage already quoted, grown up in admiration, nay, even adoration, of Austrian statesmanship, and on his arrival at Frankfort he immediately started on a pilgrimage to Johannisberg to pay his respects to the Nestor of European politics. He returned from this visit with the hope that Austria would acknowledge it to be just and wise to give Prussia, after the reconciliation which had taken place, such a position in the Confederation as would induce the Berlin Cabinet to exert its whole strength for the common interests of the allied German Powers. But under Prince Schwarzenberg's premiership things began to wear a very different aspect. That haughty Minister was resolved to use his victory in the most relentless manner, and to realize the idea of an empire of seventy-seven millions by making Austria enter into the Confederation with all the countries subject to her sceptre. Bismarck was not the man to submit to such a policy. "Soon after my arrival at Frankfort," he afterwards wrote, "the scales fell from my eyes. I saw that many of the qualities with which I had hitherto counted did not exist; that the Austria which was before my mind did not exist in reality; and that therefore it was impossible to go along with her."

A short time afterwards he was sent on a special mission to Vienna, and there tried to persuade the Emperor to take a more friendly position towards Prussia, but he failed in this attempt. He was most courteously received, but obtained nothing. Thenceforth Bismarck became a decided adversary of Austria, and his whole activity at the Diet was a protracted struggle against the paramount influence of the Vienna Cabinet. In this struggle he was not much supported by his Government. The King was deeply discouraged, even broken, by the late events, and consented to Austria's entering the Confederation with her whole empire, which was only prevented by the protest of England and France. When, soon afterwards, the Eastern difficulties began which led to the Crimean war, Bismarck was with heart and soul on Russia's side, and contributed powerfully to estrange Prussia from the allied powers, and to keep her in that one-sided neutrality which proved so useful to Russia.

His influence at that time was great; he was frequently summoned to Berlin, and more than once his name was put forward for the Premiership. In 1857 the King was taken ill, and a year later the Prince Regent, on his accession, dismissed Baron Manteuffel's ministry. The event was unexpected by Bismarck. Some of his friends advised that he should forthwith resign; but he preferred waiting till the new ministers showed their colors.

**Made Minister to Russia.**

Towards the end of the year he was recalled from his post, and sent as Minister to St. Petersburg. He expressed his disappointment to the Prince Regent, because he thought he might have done good service to Prussia in Frankfort under the new state of affairs; but he accepted his new destination, which was honorable in itself, and allowed him to keep aloof from party struggles. He left Frankfort with the conviction that the existing federal institutions were unprofitable, and in critical times most dangerous for Prussia, without offering those equivalent advantages which Austria derived from them.

**His Grand Prussian Policy Announced.**

He therefore advised his government to profit by the opportunity offered by the Italian war in order to obtain a revision of the Federal League, which would ameliorate the position of Prussia in Germany. When the Cabinet of Vienna, after the ominous words of the Emperor Napoleon to Baron Hubner on New Year's Day, 1859, began to prepare for the contest; when all the minor courts and the German press, guided by Austria, were raging for war; when in regard to Prussia it was said at Vienna, "If the Emperor commands, the Margraves must obey," Bismarck pressed his government to assume an independent position, and to consult only Prussian interests for her future policy.

But the weak and indolent Minister who then directed Prussia's policy could not muster courage for an energetic course of action. He declared, it is true, that Prussia, willing as she was to defend every German interest, would not allow the Diet to dispose of her army; but he lost time in fruitless attempts at mediation, before and during the campaign, till the world was astonished by the news of the armistice of Villafranca. Austria had preferred to sacrifice the province of Lombardy to making any concession to her hated rival in Germany, whom after the peace the Emperor accused openly as the chief cause of his defeat.

Long before these events Bismarck had retired to his new post at St. Petersburg, and, disappointed in his expectations from the new ministry, was glad to be removed from party strife to a position where he could observe the march of political events from a distance. But he always kept up his connection with Berlin; strengthened his relations with the Prince Regent, now King William I, by frequent personal intercourse; and his political ideas became more and more ripened. His letters from St. Petersburg show at that time he was already considerably estranged from his old convictions.

The liberal ministry that went into power in 1859 was a weak and vacillating one. The only reform that the King insisted upon or would listen to was a reform in the army, which the Italian war convinced him was unequal to maintaining the standing of Prussia as a great power. Trouble with the House of deputies ensued, precipitated by the haste of the King in carrying forward his project for the increase of the army before the budget had been definitely acted upon. The House, in March, 1861, passed a resolution requiring a more specific budget, whereupon it was dissolved and the resignation of the Cabinet ensued, followed by the election of an overwhelming opposition majority to the House of Deputies. The new ministry proved as weak as the one which had preceded it, and the eyes of the King were turned upon Bismarck as the man of all men upon whom he could rely to assist in the execution of his plans, in the teeth of the people and their representatives.

**Made Minister to Paris.**

In May, 1862, he had been transferred from St. Petersburg to Paris. Soon after his arrival at the latter place, he made a visit to England and endeavored in vain to win Lord Palmerston over to his anti-Austrian policy, and immediately after sought the presence of the Emperor Napoleon at Biarritz.

**He is Appointed Premier.**

On his way home, at Avignon, he was met by a telegram which summoned him to Berlin. The long-expected crisis had at last arrived. The House of Deputies had finally refused to vote the increased military budget. Baron von der Heydt declined to spend the money against this vote, and resigned, together with Count Bernstorff, and Bismarck was appointed Premier and Minister for Foreign Affairs in September, 1862.

His position was one of extreme difficulty. The majority in the House of Deputies was largely against him and the policy which he represented. His tone was therefore one of conciliation, and on the 29th of September he announced the withdrawal of the obnoxious budget, "because the Government considered it their duty not to allow the obstacles towards a settlement to increase in volume."

**The Man of "Iron and Blood."**

His policy was then announced, in as plain language as he dared use:—

"The conflict has been too tragically understood, and too tragically represented by the press. The Government sought no contest. If the crisis could be honorably surmounted, the Government would gladly lend a hand. It was owing to the great obstinacy of individuals that it was difficult to govern with the constitution in Prussia. A constitutional crisis was no disgrace: it was an honor. We are, perhaps, too civilized to endorse a constitution: we are too critical. Public opinion changed: the press was not public opinion; it was well known how the press was upheld. The Deputies had the task of determining its opinions, and to stand above it. Germany does not contemplate the liberalism of Prussia, but her power. Bavaria, Wurtemberg, and Baden might indulge liberalism; but they are not therefore called upon to play the part of Prussia. Prussia must hold her power together for the favorable opportunity which has already been sometimes neglected; the frontiers of Prussia were not favorable to a good State constitution. *The great questions of the day were not to be decided by speeches and majorities—this had been the error of 1848 and 1849—but by iron and blood!*"

He went to work at once, and the House of Deputies having, on October 7, declared all expenditures not sanctioned by it unconstitutional, that body was dissolved on the 13th, and to meet the crisis which he had thus provoked, he promulgated the theory, apparently sustained by the peculiar constitution of Prussia, that the last budget voted would remain in force until harmony was restored between the two branches of the Legislature and a new budget voted by the Deputies and fully concurred in by the Upper House.

He therefore undertook the task of governing without a new budget, and in absolute defiance of popular clamor.

**Troubles with Austria Arise.**

Previous to this time Austria had been conceded the leading position in the Germanic Confederation but Bismarck at once decided that Prussia must be accorded her proper place as an equal. He asserted the right of the latter country to form a closer political union within the bounds of the Confederation, a pretension to which Austria and the middle States, which were subject to her influence, objected. The Bismarck ministry thereupon revenged itself by recognizing the kingdom of Italy, and signing a commercial treaty with France which interfered with many of the advantages which Austrian commerce with the Zollverein had enjoyed. The influence of the Austrian Government was sufficient with the middle States to induce them to decline the treaty, and to press through the Frankfort Diet a project—against which Prussia protested—providing for a popular representation by delegates of the local legislatures. Austria was then given to understand that, if she continued to insist upon her policy at Frankfort, Prussia would withdraw from the Confederacy, and in this critical situation the question was left for the time.

**He Defies the Representatives of the People.**

The year 1863 was a stormy one. The convention with Russia into which Prussia entered for the suppression of the Polish insurrection not only aroused great indignation throughout Europe, but provoked the bitter opposition of the House of Deputies, which, in its reply to the King's address, accused the Government of violating the Constitution and governing without a budget. This address the King refused to receive in person, rebuking the Chambers for their audacity in presenting it, and Bismarck himself declared that "constitutional conflicts may be decided in other countries by a change of ministry, but this is not the custom in Prussia. With us," he continued, with characteristic arrogance, "if two political bodies which cannot go to law are unable to agree, circumstances decide which of the two is the strongest!" Thus he became, for a time, the most unpopular statesman in Germany. But

**The War with Denmark,**

which was terminated by the treaty of Vienna, October 30, 1864, and the releasing of the Danish hold upon Schleswig-Holstein and Lauenburg, aroused the national spirit and tended greatly to restore his popularity. As a tribute to his services in the conduct of this, the King bestowed upon him the Order of the Black Eagle—the highest mark of honor in his gift—and in 1865 further testified his acknowledgments by creating him a Count, his patent of nobility being dated September 16.

**He Precipitates the Quarrel with Austria.**

Having rid his hands for the time being of the vexatious Schleswig-Holstein question, he again turned his attention to Austria, and by every means in his power precipitated the conflict of 1866. He determined upon the annexation to Prussia of the Elbe Duchies, with or without the consent of Austria, did all that he could to maintain the estrangement between the sovereigns of the two disputing countries, and labored earnestly to detach from the Austrian interest the minor German States.

**An Attempt Upon His Life.**

About this time the attention of the people was still more pointedly directed to him by an attempt which was made upon his life on the 7th of May, 1866. On the afternoon of this day, as he was returning on foot from an interview with the King, he was twice fired upon by a misguided enthusiast by the name of Blind. With great presence of mind Bismarck turned and seized his assailant by the throat. Blind contrived to fire two more shots, one of which took effect, but without inflicting a serious wound. The assassin was handed over to the military authorities, and Bismarck walked home as if nothing had occurred. The news of the event spread like wild-fire through the city. The King, the royal princes, many of the civil and military authorities, as well as private citizens, went to his house to congratulate him on his escape. Blind committed suicide before he could be given a trial, and it was never known whether his crime was that of a misguided enthusiast alone or the result of a conspiracy. Popular belief connected the attempt with Austrian intrigue, without the slightest ground, and ascribed the minister's escape to the direct interposition of Providence.

**The War with Austria.**

Meanwhile the trouble with Austria grew apace, the situation being rendered more critical every day by the short-sighted policy of that country. A conference of the great powers was held at Paris, but it failed to accomplish anything. Austria then appealed to the other States represented in the Diet of the Confederation at Frankfort, to assist her in maintaining her rights, to which Bismarck replied by announcing that favorable action would be the signal for war. The warning was unheeded, and on the 15th of June, 1866, orders were sent by telegraph for the Prussian columns to move. The King's last scruples were removed, and he entered zealously into all the schemes of his Prime Minister, reassured by the intense enthusiasm with which this decisive action was received by the people. On the 29th the first tidings of victory reached Berlin, which was thrown into the wildest excitement and enthusiasm over them.

On the following day Bismarck left the capital, in company with the King, for the scene of the conflict, and during the few days of the memorable campaign, terminating on the 3d of July in the decisive victory of Sadowa, which utterly prostrated Austria, the two fearlessly sought the front in every battle in company.

The result of the grand system of intrigue by which this triumphant conflict on the battle-field was brought about was the formation of

**The North German Confederation,**

practically as it at present exists. The claims of Austria upon Schleswig-Holstein were yielded up to Prussia, which annexed also the Kingdom of Hanover, the Electorate of Hesse-Cassel, the Duchy of Nassau, the Free City of Frankfort, and portions of Bavaria and Hesse-Darmstadt. Austria renounced all connection with the Germanic Confederation, and a new confederation was formed, under the leadership of Prussia, consisting of all the States north of the river Main, including the Kingdom of Saxony and twenty other duchies, principalities, and free cities, Prussia, however, comprising more than four-fifths of the population of the confederation. In the negotiations which followed the war and brought about this consolidation, Bismarck was the master spirit, combining boldness and energy with foresight and prudence, displaying moderation towards such of his adversaries only as he had not decided to crush. In a confederation made up of the North German States he could be, as he had long desired to be, the supreme controlling spirit. The annexation of the Southern States would endanger his supremacy, by creating a possible counterpoise to the authority and influence of Prussia.

**In the "Role" of a Peacemaker.**

But the decisive struggle with Austria was scarcely over before he was confronted by the question of the neutralization of the stronghold of Luxembourg. Concerning the pretensions of France, Bismarck said at this point:—

"Ere a fortnight is past we shall have war on the Rhine if France insists on her territorial demands. She asks of us what we neither can nor will give. Prussia will not cede an inch of German soil—we cannot do so without raising the whole of Germany against us, and if it be necessary let it rise against France rather than ourselves."

War with France was, indeed, imminent, but Bismarck sought as earnestly to avert it as he had sought to precipitate the conflict with Austria, and his diplomatic skill was again crowned with success.

In fact, after the battle of Sadowa, his policy was most emphatically a policy of peace, and he was not content with consolidating the newly-acquired power of Prussia by maintaining friendly relations with all the world, but extended his good offices all over Europe, averting a conflict on the Danube in 1868, by requiring the dismissal by Prince Charles of Roumania of his unruly minister, Bratiano, and afterwards taking the initiative of proposing the Conference of the Great Powers at Paris which prevented a war between Turkey and Greece.

**His Enforced Retirement to Private Life.**

After a visit with the King to Paris, in June, 1867, Bismarck retired for a few weeks to Varzin, an estate in Farther Pomerania which he had purchased, returning to Berlin, however, in November, and remaining until the spring of 1868, in attendance upon the Diet of the Confederation. His health again gave way, and the greater part of this year was passed in complete seclusion at Varzin. Emerging again from his retirement about the close of the year, his time was occupied during 1869 in attending to his duties as Chancellor of the Confederation and Prime Minister of Prussia, and in the arduous task of thoroughly consolidating the power of Prussia and maintaining intact his own paramount influence in the Confederation, until failing health again drove him back to the seclusion of Varzin.

For several months previous to the present agitation in Europe, Bismarck was living almost entirely in retirement on his Pomeranian estate, and for some weeks last spring his health was in such a precarious condition that his life was despaired of.

**The Candidacy of Prince Leopold**

for the throne of Spain, however, appears to have inspired him with all his old vigor, and for some weeks past he has been figuring as actively and prominently as ever in the diplomatic manœuvres of the Continent. The precise part he took in the candidacy of Prince Leopold it is impossible at present to define. It was on the 11th of June that General Prim gave the first intimation of having made any overtures to the Prince of Hohenzollern, but his words were so purposely ambiguous as to mystify, if not mislead, all Europe. General Prim at this time intimated that his nameless candidate could not be brought to accept the offer, but the acquiescence of Prince Leopold was finally made public on the 5th of July, and the war cloud at once began to gather and lower over Europe. That the preliminary negotiations were carried on between Prim and Bismarck there can be no doubt. It has been asserted that scores of telegrams passed between them before the secret negotiation leaked out. Whether this be true or not, it is unquestionable that Bismarck entered into Prim's project earnestly and willingly, although the intimation on June 11 that the at that time nameless candidate was unwilling to contest the crown of Spain may possibly afford a clue to the fact that Bismarck entered into the scheme with extreme caution and some misgivings. It is, of course, a waste of time and space to indulge in speculation at present as to whether he foresaw the objections of Napoleon and anticipated the struggle upon which France and Prussia have entered. Since the Treaty of Prague which terminated the conflict with Austria in 1866, he had pursued an ostensible policy of peace; but his management of the trouble between Prussia and France, at the time of and previous to the Luxembourg imbroglio, was so adroit and successful as to render an appeal to arms not less inexpedient than it would have been unjustifiable. When the candidature of Prince Leopold was finally withdrawn, in response to the protests of Napoleon, the dignified stand taken by King William in refusing to make further concessions and guarantees was doubtless inspired by him, and probably with the full belief that France was merely seeking a pretext for war, and would find a pretext of some sort, unless Prussia consented to such self-abasement as would practically and morally undo the work of the past five years.

And now that war has been inaugurated, and the hostile armies are facing each other on the Rhine, Bismarck is in his place as Chancellor of the Confederation and the moving spirit of the Prussian cause. To the herculean task now before the nation which he has built up, he will bring all the audacity and unscrupulousness, as well as all the zeal, energy, and patriotism which nerved him throughout the struggle with Austria; and aside from the struggle in the field, Napoleon will find him, as he has found him in the past, more than a match in the wiles and tricks and intrigues of diplomacy.

**His Character.**

In the winter of 1849, Bismarck had removed with his family to Berlin, and since then his attention has been almost wholly absorbed by politics. With his entrance upon married life in 1847, he abandoned the wild and reckless manner of life to which he had been wedded at Gottingen and Kniephof, and became thereafter a man of unexceptionable character in his personal relations. He is described as being, in private life, unusually attractive, of genial and friendly disposition, sparkling in conversation, sharp at repartee, and remarkably good at telling a story.

But in his public character, as will be seen from the sketch of his life which we have given, he is reckless, obstinate, self-possessed, imperious, and unscrupulous, brooking no restraint and hesitating at no device to secure the accomplishment of his ends. Ambitious to an inordinate degree, his patriotism is nevertheless unimpeachable, and his own personal aggrandizement happily is never brought into conflict with the best interests of his country as a whole. His moving spirit is emphatically one of personal repression; all his inclinations and associations are aristocratic; his sympathies are never enlisted in the cause of popular rights or individual freedom; the King, to him, rules by divine right, and not by the consent or approval of his subjects. The grand aim of his life has been to render Prussia the controlling power in Germany, and to make himself the most consequential person in Prussia. If to succeed for the time in both these tasks constitutes him a statesman, he is entitled to a place in the very front rank. In person, Bismarck is tall and well-formed, of great bodily vigor originally, and with the fair hair and light blue eyes that are typical of his pure North-German extraction.

**Bismarck and the United States.**

In this connection, the following extracts from a letter published in the New York *Tribune* in 1866, detailing an afternoon's conversation with Bismarck, will be found interesting. The conversation touched briefly upon American topics, when Bismarck said:—

"In our relations with the United States, I never had a doubt. The Tory party in Prussia, to which I am supposed to belong, at the outbreak of your war, besought the King to recognize the South. I opposed it inflexibly. To me it was clear that the North only could be the true ally of Prussia; with the South we had nothing in common. The Government of Prussia never wavered in its friendship for yours. [The sentence was uttered proudly, and the burning eyes flashed brighter than ever.] It is a traditional policy with us. Frederick the Great was, I think, the first European sovereign to recognize your independence. I am heartily glad to know that America understands and reciprocates the friendly feeling we have steadily maintained."

"And here," continues the correspondent, "follows a curious statement, a fact not known to me before, and I think unpublished in America."

"At the beginning of our war," said Count Bismarck, "Austria was stronger than we on the water, and Italy was not sure to us. It was proposed to me that the leading Southern naval officers should join us with 5000 men and suitable vessels. They were not to come at all as the Confederate navy, but as individuals, and the most eminent officers among them were included in the offer. I consulted your Minister to know whether an acceptance of this offer would be offensive to the American Government. Mr. Wright was in doubt, and wrote to Washington. He received instructions to oppose the scheme, and I at once declined having anything to do with it. Semmes made the proposal."


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THE MOTHER'S TREASURE.—Mrs. WINSLOW'S SOOTHING SYRUP is the prescription of one of the best female physicians and nurses in the United States, and has been used for thirty years, with never-failing safety and success, by millions of mothers for their children. It cures wind colic, regulates the bowels, corrects the acidity, and gives rest and health to the child.

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SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments.
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NEW STYLE PICTURE.—The German Chromos made A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

## MARRIED.

JACK—SHOEMAKER.—On the 20th instant, by the Rev. B. F. Barrett, Dr. LOUIS JACK and Miss CAROLINE SHOEMAKER, all of Philadelphia.

## DIED.

CALDWELL.—On the morning of the 19th instant, at Woodbury, N. J., ACSAH, wife of James B. Caldwell, of Davenport, Iowa.
The funeral will take place on Friday, the 22d instant, from Christ Church, Woodbury, N. J., at 10 o'clock A. M., to which the relatives and friends of the family are respectfully invited, without further notice. **

HOWELL.—Suddenly, on Wednesday evening, July 20, REBECCA L., wife of Zophar C. Howell.
Due notice of the funeral will be given. ***

SMITH.—On the 21st instant, EDGAR K., only son of Rebecca J. and the late Charles Shepard Smith.
The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 838 N. Sixth street, on Second-day morning, the 25th instant, at 10 o'clock. ***


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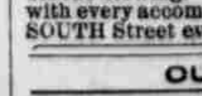
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AROUND NEW YORK BAY AND STATEN ISLAND.
LANDING AT NEW YORK ONE HOUR.
Leave Philadelphia, from WALNUT ST. WHARF, THURSDAY, July 21, 1870, at 7½ o'clock A. M.
FARE FOR THE EXCURSION:
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Gentleman and Lady.......... 4 50
Tickets can be procured at the Office of Beck's Band, No. 828 Market street; of Charles Brintzinghoffer, No. 935 Market street; of Enos C. Renner, No. 501 Girard avenue; Ticket Office, No. 828 Chesnut street, and at the wharf on the morning of the Excursion. 7 18 3t



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## THE WAR IN EUROPE.

### *ITS FINANCIAL ASPECT.*

THE REVENUES, EXPENDITURES, AND PUBLIC DEBTS OF THE BELLIGERENTS.

Our civil war proved the vital importance of a large revenue in determining the fate of an armed conflict. Military operations were never more expensive than at present, and, as in the case of Spain, nations are liable in the progress of hostilities to find themselves with an ample number of men without the ability to place them in the field. It is therefore necessary, in order to fully comprehend the strength of the belligerents in the present conflict, to know their revenues, expenditures, and liabilities. The following statements furnish ample details on these important matters:—

FRANCE.

The total revenue received in France last year was $425,744,360, being $54,800,612 in excess of our own. This sum was raised by customs duties and an elaborate system of inland revenue, which directly affects all interests in the empire. The principal items of this revenue were:—

| | |
|---|---|
| Direct taxes | $65,903,732 |
| Registration, duties, and stamps | 86,789,200 |
| Customs and salt duties | 20,724,600 |
| Departmental and communal taxes | 45,649,166 |
| Wine and spirit duties | 46,943,200 |
| Tobacco monopoly | 45,531,600 |

These figures serve to show the sources relied upon for revenue in France, and which will have to bear in the future a large portion of the present war expenditure.

The estimated expenditure for the same period was $440,668,130, formed of items such as the following:—

| | |
|---|---|
| Interest on the funded and floating debt | $74,449,153 |
| Ministry of the Interior | 40,049,587 |
| Ministry of War | 74,172,155 |
| Ministry of Finance | 23,889,565 |
| Ministry of Marine and Colonies | 32,267,684 |
| Collection of revenue | 46,855,022 |

The military expenditure of France during a year of profound peace was, it appears, in round numbers, $74,000,000; such being the burden entailed by the French standing army of 404,000 men, irrespective of their forced withdrawal from productive industry. The Marine was in addition exacting so far as to require, including colonial expenditure, the sum of $32,267,684. In the presence of this large revenue it cannot be said that France is, as the United States were, at the commencement of hostilities, free for years from heavy taxation, and consequently all the better prepared to meet the burdens of war. On the contrary, her expenditure was augmented in the following extraordinary proportions, and has since these years rather increased than diminished:—

| | | | |
|---|---|---|---|
| 1852 | $371,000,000 | 1855 | $434,000,000 |
| 1853 | 441,600,000 | 1856 | 422,400,000 |
| 1854 | 416,800,000 | 1857 | 457,400,000 |

The ordinary revenue in the twelve years from the establishment of the Empire till the end of 1863 increased from $297,000,000 to $452,800,000, while the expenditure augmented in the same twelve years from $302,600,000 to $457,400,000. With the exception of 1855, when the revenue was raised high above the average by special means, there was not a year without a large deficit. To cover the ever-recurring financial deficits the Government, between the years 1854 and 1868, procured a series of loans, six in number, in sums as to nominal capital, varying between $50,000,000 and $150,000,000. These loans were raised on the new principle, that of borrowing not from a few large banking houses acting as agents, but directly from the people, or the mass of small capitalists, both in France and other countries. This course, which will be very generally resorted to should the exigencies of the present war require heavy loans, was highly successful. The fifth loan, for instance, which was offered in 1859 and issued at 66 francs 30c., bearing 3 per cent. interest, was received with the offer on the part of half a million persons of 4,487,000,000 francs, or sixteen times the amount required.

The following shows the cost of the three principal wars of the Empire, and the drain upon the population which they caused:—

| | Cost. | Loss of Men. |
|---|---|---|
| Crimean war | $1,700,000,000 | 80,000 |
| Austrian war | 300,000,000 | 60,000 |
| Chinese and Mexican wars | 200,000,000 | 65,000 |
| Total | $2,200,000,000 | 205,000 |

In connection with the increased expenditure referred to it should be borne in mind that the material wealth of France has rapidly increased, mainly owing to the intervals of peace which she enjoyed. Her home industries have suffered from the operation of the commercial treaty with England, but despite that their expansion has been great and general, if we except shipbuilding. The imports and exports in 1860 and 1868 contrast as follows:—

| | Imports. | Exports. | Total. |
|---|---|---|---|
| 1860 | $379,466,965 | $455,425,223 | $834,892,188 |
| 1868 | 679,714,400 | 581,358,000 | 1,261,072,400 |

One legacy which Napoleon III will leave France is an enormous increase in her national debt. It was, in 1853, $1,103,238,949. In 1868 it was $2,796,344,622, or two and a half times greater. This is exclusive of a floating debt amounting to about $173,200,000, consisting of treasury bills, funds from savings banks, the army donation fund, and other liabilities.

This debt, as stated in the revenue returns, entails an annual interest of $74,449,153, which is, however, much below the United States appropriation for the same purpose last year, which was $130,694,242. Despite the increase in the national debt, French credit has improved. On June 29, before the fears of war awakened the tremulous capitalists, rentes bearing 4½ per cent. interest sold for 104, and 3 per cents for 72·65.

The computed value of the real property in France is $16,000,000,000. The rural properties are valued at $10,000,000,000, and the town properties and buildings at $6,000,000,000.

NORTH GERMAN CONFEDERATION.

The revenue and expenditure of the North German Confederation for Federal purposes is not large. The Federal budget for the year 1870, passed by the Diet April 24, 1869, was based upon estimates of expenditure, in round numbers, of $56,000,000, to be covered to the extent of $39,000,000 by Prussia, and the remainder by the other States of the Union. The total expenditure for 1869 was calculated at $72,734,601, or about $54,550,950, of which the ordinary and extraordinary disbursements were distributed as follows:—

| | Thalers. |
|---|---|
| For the Federal Chancellery, etc | 193,913 |
| For Consulates | 275,650 |
| For the Federal Army | 66,340,275 |
| For the Federal Navy | 1,868,979 |
| EXTRAORDINARY EXPENDITURE. | |
| For the Federal Chancellery | 150,000 |
| For the General Post Administration | 27,999 |
| For Telegraphs | 322,780 |
| For the Federal Navy | 3,550,000 |

The estimates for this year are, of course, now far below what will be required.

PRUSSIA.

The revenue of Prussia, according to the budget accounts, in 1869 was $125,652,370; and the expenditure the same. The revenue and expenditure of Prussia has since 1865 been almost stationary, and no deficits have marked her annual financial returns, a feature unusual in most European budgets. This revenue in 1869 was raised to the extent of 42,060,000 thalers from direct and from indirect taxes to the amount of 18,967,230 thalers, which includes the share of the Zollverein customs.

The State railroads, mines, forges, and other Government monopolies yielded the greater part of the balance. In the estimate for 1869 the branches of expenditure were as follows:—

EXPENDITURE FOR THE YEAR 1869.

| *Current Expenditure.* | *Thalers.* |
|---|---|
| Ministry of Finance | 17,617,117 |
| Ministry of Commerce and Public Works | 41,603,775 |
| Ministry of State | 73,256 |
| Total current expenditure | 59,294,148 |
| *Administrative Expenditure.* | |
| Ministry of Finance | 32,026,658 |
| Ministry of Commerce and Public Works | 9,018,874 |
| Ministry of Justice | 15,943,780 |
| Ministry of the Interior | 8,242,488 |
| Ministry of Agriculture | 2,283,648 |
| Ministry of Public Instruction and Ecclesiastical Affairs | 6,222,004 |
| Ministry of State | 394,659 |
| Ministry of Foreign Affairs | 914,630 |
| Charges for the Hohenzollern territory | 220,628 |
| Total administrative expend | 75,267,369 |
| *Charges on Consolidated Fund.* | |
| Addition to the "Krondotation" of the King | 1,500,000 |
| Interest on public debt, including railway debt | 16,973,637 |
| Sinking fund of debt | 8,178,433 |
| Annuities | 429,753 |
| Chamber of Lords | 40,910 |
| Chamber of Deputies | 243,000 |
| Miscellaneous | 122,807 |
| Total charges on Consolidated Fund | 27,488,540 |
| Total ordinary expenditure | 162,050,057 |
| Extraordinary expenditure | 5,486,437 |
| | 167,536,494 |

The public debt of Prussia is very light, and has been almost entirely incurred since 1850. While six and a half years of the large French annual revenue is represented by the amount of the French debt, that of Prussia amounts to only two and a half years of her moderate annual receipts. The total debt of the kingdom, both old and new provinces, amounts to $188,497,520, exclusive of the small liabilities incurred by the annexed provinces for the establishment of State railroads. The revenue and expenditure of the other German States are unimportant. The same economy is apparent in their financial affairs as in the Prussian, the standing armies being the only serious burden.

It follows from the solvency and well-managed finances of Prussia that her credit is untarnished. During fifty-five years the German people have (excepting the recent Austrian war) been undisturbed by war, and have been enabled to develop the immense resources of their fertile territory and accumulate immense material wealth.

## CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

## PATENTS.

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.
MUNDY & HOFFMAN.
5 21 tf

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE,
No. 53 SOUTH FOURTH STREET,
3 [illegible] A few doors above Bosuet st., Philada.

## REAL ESTATE AT AUCTION.

TRUSTEES' SALE
ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extensive steel works, four (4) charcoal blast furnaces, and numerous shops and buildings, to wit:—

The property known as the Freedom Iron and Steel Works, in Mifflin county, Pennsylvania, comprising two hundred and eighty-nine (289) acres of land.

One (1) charcoal blast furnace, Bessemer steel converting house, hammer shop, rail and plate mill, steam forge, tyre mill, water-power bloomery, cast-steel works, foundry and machine shops, old forge, smith shop, carpenter shop, store with warehouse attached, mansion house, offices, 64 dwelling houses saw-mill, lime-kiln, stables and other buildings, with stationery engines, machinery, and fixtures.

Also, the property known as the Greenwood Ore Bank, in Union township, Mifflin county, containing 91 acres of land, and 20 dwelling houses and stables.

Also, the property known as the Week's Saw Mill, in the same county, containing 2352 acres of land, with mill and all the machinery and appurtenances thereof. With two small tracts of land in Derry township, Mifflin county, each containing about one acre, more or less, respectively known as the Cunningham and Ryan lots, and two small tracts of land, containing about one acre and one-fourth of an acre, respectively, known as the Hostetter lot, and the Stroup House and lot, in Union township, Mifflin county.

Also, about 17,400 acres of unseated lands, in Mifflin county.

Also, the right to take ore on the Muthersbaugh farm, in Decatur township, Mifflin county, at a royalty of 25 cents per ton.

Together with about 907 acres of land, in Huntingdon county, known as the Greenwood Furnace tract, with two charcoal blast furnaces, known as the Greenwood Furnaces, with engines and fixtures, with mansion house, 17 stables, carpenter shop, blacksmith shop, 82 dwelling houses, offices and store, one grist mill, with stable and buildngs of every description, railroad and ore cars.

Also, the property known as the Monroe Furnace, in Barre township, Huntingdon county, containing about 179 acres of land, with nine dwelling-houses, stables, carpenter shop, smith shop, store and office building.

Also, about 17,200 acres of land, in Huntingdon county (of which 637 acres are seated and partly improved). Together with all and singular the corporate rights, privileges, and franchises of the said Company.

The foregoing properties will be sold in one parcel or lot, in payment of the bonds of the said Freedom Iron and Steel Company, amounting to $500,000, with interest from February 1, 1869, secured by the said mortgage to the trustees, under the terms of which this sale is made, the said mortgage being a first mortgage on the said property. The terms of sale of the property above described will be as follows:—

$2000 in cash, to be paid when the property is struck off. The balance to be paid in cash upon the execution of the deed to the purchaser.

The Trustees will also sell at the same time and place, and under the same request and notice of creditors, all the right, title, and interest of the Trustees, as mortgagees in trust, of, in, and to the following described properties, viz.:—

The property known as the Yoder Farm, in Brown township, Mifflin county, containing 158 acres, 124 perches, composed of two tracts as follows:—

Beginning at stone in road, thence by land of John D. Barr, north 53 degrees east, 102 5-10 perches to stone; thence by land of Joseph B. Zook, north 44¼ degrees west, 202 3-10 perches, to stone; thence by land of John Hooley, south 46¼ degrees west 102 1-10 perches, to stone; thence south 44¼ degrees east, 190 6-10 perches, to the place of beginning—containing one hundred and twenty-five acres and twelve perches net measure.

Also all that other certain tract of land adjoining above, beginning at stone in road, thence up said road, north 44¼ deg. west, 67 5-10 perches, to stone; thence by land of John Hooley, south 45¼ deg. west, 79 6-10 perces to stones; thence by land of David L. Yoder, south 42¼ deg. east, 66 8-10 perches, to stone in road; thence along said road and by land of Gideon Yoder, north 46¼ deg. east, 81 1-10 perches, to the place of beginning—containing thirty-three acres and one hundred and twelve perches, net measure.

The same being subject to mortgage given to secure bonds, amounting to $11,738·34, upon $3800 of which interest is due from April 1, 1869, and on balance of said bonds interest is due from April 1, 1868.

Also, the property known as the Williams farm, as follows:—

All that certain tract of land situate in Derry township, Mifflin county, Pa., bounded and described as follows:—

Beginning at a chesnut, corner of lands of Philip Martz, thence by lands of William Henney and Samuel McManamy, north 37 degrees west, 99⅝ perches, to a hickory; thence by lands of Samuel McManamy, north 17 degrees west, 17 perches; thence by land of James M. Martin, south 75 degrees west, 22 perches, to a post; thence by land of Johnston Sigler, south 57 degrees west, 169 perches, to a hickory; thence by lands of Peter Townsend's heirs, south 37 degrees east, 91 perches, to stones; thence by land of heirs of John McDonell, deceased, and Mrs. McIlvain, north 60 degrees east, 98⅝ perches, to a post; thence by land of Philip Martz, north 70¾ degrees east, 89⅝ perches, to the place of beginning—containing one hundred and seven acres and twenty-nine perches of land, and allowance.

This property is charged with a mortgage, given to secure bonds for $1250, with interest at 6 per cent. per annum, from November 8, 1868.

Also, the property known as the Stroup Ore Bank, in Union township, Mifflin county, containing about nine acres and eighty-nine perches.

The last named property is subject to a mortgage given to secure a bond for $1000, bearing interest at the rate of 6 per cent. per annum from July 28, 1868.

The terms of sale of the last three described properties will be as follows:—

Twenty-five dollars in cash to be paid upon each when they are respectively struck off.

The balance of the purchase money of each to be paid in cash upon the execution of the conveyance to the purchaser.

WISTAR MORRIS,
JAMES T. YOUNG,
ENOCH LEWIS,
Trustees.
M. THOMAS & SONS,
Auctioneers.
6 27 mth 1827

## WINES.

CHOICE TABLE
CLARETS.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
Corner ELEVENTH and VINE Streets.
11 7

## FINANCIAL

Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds.
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coa Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE
Per Cent. First Mortgage Gold Loan,
Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at
NINETY (90)
And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to

C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO.
7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invit o examine the merits of these BONDS.
Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 12 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN,
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds,
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc, etc. 26

## FINANCIAL.

A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown
Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is
90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.
Eight Per Cent. Per Annum in Gold.
A PERFECTLY SAFE INVESTMENT.
First Mortgage Bonds
OF THE ISSUE OF
$1,500,000,
BY THE
ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the
Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

| | |
|---|---|
| Capital Stock of the Company | $10,000,000 |
| Land Grant, pronounced value of | 8,000,000 |
| First Mortgage Bonds | 1,500,000 |
| | $19,500,000 |

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.
W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 1rp NEW YORK.

FOR SALE
Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,

Coupons payable by the Chesnut and Walnut Streets Railway Company.

These Bonds will be sold at a price which will make them a very desirable investment.

P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
26 PHILADELPHIA

## FINANCIAL.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

No. 114 S. THIRD Street,
PHILADELPHIA. 17 1 3m

UNION PACIFIC RAILROAD CO.
Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is
$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·03, being an average price of $4·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the General Mortgage Bonds of the Pennsylvania Railroad Company.

APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 26 PHILADELPHIA.

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA & N.Y.
Bankers, 5 Nassau St. N. York.
Dealers in U. S. Bonds, Members of Stock and Gold Exchanges, issue Bills on London, Paris & Germany, and Letters of Credit, available throughout Europe.

## ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
3 15 6 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,
JOHN H. MURPHY, President,
PHILADELPHIA, PA.
MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters.
WORKS, TWENTY-THIRD and FILBERT Streets.
Office and Warehouse,
4 1 No. 42 N. FIFTH Street.

J. T. EASTON. J. M'MAHON.
EASTON & McMAHON,
SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 12 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT Street, Baltimore.
We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

AVOID QUACKS.—A VICTIM OF EARLY INdiscretion, causing nervous debility, premature decay, etc., having tried in vain every advertised remedy, has discovered a simple means of self-cure, which he will send free to his fellow-sufferers J. K. REEVES, No. 78 Nassau st., N.Y. City. 6 28 tuths 13t

## NEW-YORKISMS.

*From Our Own Correspondent.*

NEW YORK, July 21, 1870.

**Gone Up Higher.**

What is the reason that from the moment the golden glow of wealth begins to palpitate around one, no matter how insignificant he may be, he begins to become a subject of profound interest to his fellow-creatures? Tapemeasure and I were clerks together. We swept the store out with the self-same broom in our days of gleesome boyhood, we ran on the same errands, blotted the same books, have written similar letters of complaint to the newspapers respecting the white slaves of the New York dry good stores, and in other identical ways have maintained our claims to sympathetic misery. But all this time I had a secret contempt for Tapemeasure. I scorned the idea that he could ever be worth a salary of one hundred dollars more a year than mine. I ridiculed his claims to being an accomplished window-dresser. I laughed in my sleeve at the airs he put on when it was his luck to wait on fashionable lady customers. One fine day, however, it transpires that Tapemeasure falls heir to a million dollars in gold, left him by a mysterious relative residing in some obscure village of continental Europe, and whom nobody ever heard of before. From that moment a profound reverence for Tapemeasure becomes rooted in my heart against my will. Everything I have hitherto regarded as mean and low in him groups itself among the graces as a wilful but charming eccentricity. He used to wear jewelry that I knew was borrowed—but that was only due to an obscure foreshadowing he had of his present greatness. He was forever talking to me about the splendor in which his family lived, who, I since discovered, subsisted off the proceeds of a little candy store in a small provincial town; but that was merely a commendable desire to place his people in a favorable light. Money is a wonderful ointment for moral eyes, and causes them to see virtues where none were believed to exist before. I don't know whether it has this effect, or, indeed, whether such an effect is needed, in the case of a young Italian of this city who has been for some time past employed as a salesman in one of our leading dry goods stores. The young counter jumper has just fallen heir to the sum of one million dollars, which has been left him by an Italian uncle of obliging disposition. To the credit of the nephew be it said, he accepts the situation like a gentleman, without resigning the one he holds and striding out with a strut. When last seen he was bending over the counter with as persuasive glibness as though his prospective income did not amount to more than twice as much a day as he had hitherto, in all probability, received per month. White slaves! how many are there of you that would step so serenely from measuring out silk and ribbon to the conduct of a princely fortune?

**The Price of Chinese Help.**

Recently I made mention of the head of a household who, having tried every variety of the genus Biddy, had fallen back, in disgust, on John Chinaman, and discovered him to be a pearl. I presume that she deluded him and his wife in some weak moment, when they were wearied of rolling tobacco leaves and smoking opium. Perhaps she promised them a fat rat, or consented to sacrifice a favorite terrier, but at any rate she did procure a coffee-faced pair from the Orient, and persuaded them, on moderate terms, to answer the bell and do the washing, housework, and gardening, whilst she bent her then untrammelled intellectual forces to the consultation of the culinary taste of the extensive household who looked to her for victuals. If report be true, however, it will not be so easy after all to persuade Mongolians to become an institution in United States kitchens. Recently Mr. Koopmanschoop & Co., of San Francisco, were applied to by a New York gentleman who inquired upon what terms Chinese help could be imported thence. The reply was that good Chinese servants commanded in San Francisco $20 in gold per month, with board, and that upon such terms they might be induced to go to New York! It was also estimated that their average passage hither would cost $60 per head, which would of course have to be defrayed by parties importing them. Is Biddy, then, underpaid? Is sixteen dollars per month, in greenbacks, an inadequate sum for such a compendium of the virtues? Have we depreciated and abused the poor thing? Have we have trodden on the culinary worm until it has turned and stung us? If so, let us put the bits together by all means, and see whether the reptile will wriggle amiably still. By all means let us contract with Biddy to pay her $20 in gold per month for working eight hours per day.

**War at the Battery.**

About four weeks ago the Superintendent of Public Parks warned the sixty or seventy keepers of booths and shanties around the Battery that they must clear out. Some of them had been there for thirty years, and some even longer, and remembered the days when the Battery was the principal promenade of the city, and when the houses in the neighboring streets were the palaces of the city. Now, however, Mr. Tweed, who has been finding out so many wonderful things, has discovered that these shanties must give way to the march of improvement. Yesterday and the day before, therefore, were devoted to destruction. Early on the morning of Tuesday the advance-guard of the Department of Public Parks loomed in sight, and the work of death commenced. The booth-owners, most of whom were women, fought tooth-and-nail in defense of their shanties, but were of course forced to yield at length, though one and all kept up a storm of abuse long after the last stall had been demolished. Mrs. Bulgruddy, with the tears streaming down her cheeks and her arms akimbo, swore that they were nothing but a parcel of dirty thaves, so they were, but that she'd be aiven with 'em yit. Mrs. O'Flaherty protested that she'd have them to know, the bloody murtherers, that she axed no odds of the loikes of such of them, that her fayther was a dacent, honorable man—rest his sowl!—but that he'd turn in his grave at such treatment as this. This vein of paternal affection seemed to afford Mrs. O'Flaherty (who is said to own a snug farm at Hoboken) unspeakable consolation, and she kept repeating the remark over and over again. In fact, all during the work of devastation the Battery was the scene of much rugged eloquence—but all in vain. A heap of splinters and dislocated joints is all that remains of the Battery booths, and the squatter sovereignty of Bowling Green has passed away forever.

ALI BABA.

—We can hardly felicitate the "well-known citizen of Dubuque, Iowa," on the recent developments in his case. He is said to have an appendage very like a tail projecting from his back, just below the waist, which his physicians say cannot be removed without endangering his life. It has grown out within three years from a protuberance which has existed from birth.

## RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

| | |
|---|---|
| Mail Train | 8·00 A. M. |
| Paoli Accommodation, 10 A. M. & 12·50 and | 7·10 P. M. |
| Fast Line | 12·30 P. M. |
| Erie Express | 11·00 A. M. |
| Harrisburg Accommodation | 2·30 P. M. |
| Lancaster Accommodation | 4·10 P. M. |
| Parkesburg Train | 5·30 P. M. |
| Cincinnati Express | 8·00 P. M. |
| Erie Mail and Pittsburg Express | 10·30 P. M. |
| Way Passenger | 11·30 P. M. |

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

| | |
|---|---|
| Cincinnati Express | 3·10 A. M. |
| Philadelphia Express | 6·30 A. M. |
| Erie Mail | 6·30 A. M. |
| Paoli Accommodat'n, 8·20 A. M. & 3·30 & | 6·40 P. M. |
| Parkesburg Train | 9·00 A. M. |
| Fast Line and Buffalo Express | 9·35 A. M. |
| Lancaster Train | 11·55 A. M. |
| Erie Express | 5·40 P. M. |
| Lock Haven and Elmira Express | 9·40 P. M. |
| Pacific Express | 12·20 P. M. |
| Harrisburg Accommodation | 9·40 P. M. |

For further information apply to

JOHN F. VANLEER, JR., Ticket Agent. No. 901 CHESNUT Street.

FRANCIS FUNK, Ticket Agent. No. 116 MARKET Street.

SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,

4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.

Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15, 3 30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8 25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9 20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6 45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M.

Philadelphia for Fort Washington at 8 30 A. M. and 7·00 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Fort Washington for Philadelphia at 9·30 A. M. and 8·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.

TIME TABLE.

On and after MONDAY, July 18, 1870.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4½, 5·05, 5¾, 6, 6¼, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4¾, 5, 5½, 6, 6½, 7, 8, 9, 10, 11 P. M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3 40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6¼ P. M trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11 05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 5½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9¼ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1½, 3, 4½, 5, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·55, 7½, 8 10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8½, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Manayunk 7½ A. M., 1½, 6½ and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6¾ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6¼ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9¾ A. M. and 5 P. M. trains from New York connect with the 1 and 8 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.

CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,

4 2 General Superintendent.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT

Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12·45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5 00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2 50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 6·50 P. M., returning from Tamaqua at 8·35 A. M., and 1 40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.

7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9·40 A. M. for West Chester stops at all stations.

11·50 A. M. for B. C. Junction stops at all stations.

2·30 P. M. for West Chester stops at all stations.

4·15 P. M. for B. C. Junction stops at all stations.

4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6·55 P. M. for West Chester stops at all stations.

11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.

6 30 A. M. from West Chester stops at all stations.

7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8·15 A. M. from B. C. Junction stops at all stations.

10·00 A. M. from West Chester stops at all stations.

1·05 P. M. from B. C. Junction stops at all stations.

1·55 P. M. from West Chester stops at all stations.

4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2·30 P. M. for West Chester stops at all stations.

4·30 A. M. from West Chester stops at all stations.

7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Sup't.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 45 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES

FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2 15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.

COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.

NEW ROUTE

BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH.

An ACCOMMODATION TRAIN in the morning and

AN EXPRESS TRAIN

in the Afternoon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.

NO CHANGE OF CARS

BETWEEN PHILADELPHIA AND SANDY HOOK.

ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4 30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America*.

Fare between Philadelphia and New York......$3·00

" " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.

THROUGH IN 1¾ HOURS.

FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

| | |
|---|---|
| Special Excursion (when engaged) | 6·15 A. M. |
| Mail | 8·00 A. M. |
| Freight (with passenger car) | 9·45 A. M. |
| Express (through in 1¾ hours) | 3·30 P. M. |
| Atlantic Accommodation | 4·15 P. M. |

Returning leave Atlantic—

| | |
|---|---|
| Special Excursion | 5·35 P. M. |
| Mail | 4·35 P. M. |
| Freight (with passenger car) | 11·50 A. M. |
| Express (through in 1¾ hours) | 7·24 A. M. |
| Atlantic Accommodation | 6·06 A. M. |

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.

Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave—

Haddonfield at 7·15 A. M., 1 P. M., and 3 P. M

Atco, at 6·22 A. M. and 12·15, noon.

ON SUNDAYS.

| | |
|---|---|
| Leave Vine Street Ferry at | 8·00 A. M. |
| " Atlantic City at | 4·35 P. M. |

The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.

Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

D. H. MUNDY,

6 28 Agent.

PHILADELPHIA AND ERIE RAILROAD.

SUMMER TIME TABLE.

On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

| | |
|---|---|
| MAIL TRAIN leaves Philadelphia | 10·20 P. M. |
| " " Williamsport | 8 00 A. M. |
| " arrives at Erie | 7·40 P. M. |
| ERIE EXPRESS leaves Philadelphia | 10·50 A. M. |
| " " Williamsport | 8·15 P. M. |
| " arrives at Erie | 7·25 A. M. |
| ELMIRA MAIL leaves Philadelphia | 7·50 A. M. |
| " " Williamsport | 6·00 P. M. |
| " arrives at Lock Haven | 7·20 P. M. |
| BALD EAGLE MAIL leaves Williamsport | 1·30 P. M. |
| " " " arrives at Lock Haven | 2·45 P. M. |

EASTWARD.

| | |
|---|---|
| MAIL TRAIN leaves Erie | 8·50 A. M. |
| " " Williamsport | 9·25 P. M. |
| " arrives at Philadelphia | 6·20 A. M. |
| ERIE EXPRESS leaves Erie | 9 00 P. M. |
| " " Williamsport | 8·15 A. M. |
| " arrives at Philadelphia | 5·30 P. M. |
| ELMIRA MAIL leaves Williamsport | 9 45 A. M. |
| " arrives at Philadelphia | 9 50 P. M. |
| BUFFALO EXP. leaves Williamsport | 12 25 A. M. |
| " " Harrisburg | 5 20 A. M. |
| " arrives at Philadelphia | 9·25 A. M. |
| BALD EAGLE MAIL leaves L. Haven | 11 35 A. M. |
| " " " arr. Williamsp't | 12 50 P. M. |
| BALD EAGLE EX. leaves Lock Haven | 9·35 P. M. |
| " " " arr. Williamsport | 10·50 P. M. |

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

WEST JERSEY RAILROADS.

SUMMER ARRANGEMENTS.

COMMENCING THURSDAY, JUNE 30, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.

9 00 A. M. Mail and Express for Cape May.

11 45 A. M., Woodbury Accommodation.

3 15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.

4·00 P. M., Fast Express, for Cape May only.

5 45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Cape May Season Tickets, good for four months from date of purchase, $60. Annual Tickets, $100.

Freight Train leaves Camden daily at 9·20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue.

3 15 WM. J. SEWELL, Superintendent.

LONG BRANCH

VIA

CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.

FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut Street wharf.

| | |
|---|---|
| 7·00 A. M. | Due Long Branch 10·45 A. M. |
| 8·00 " | Due Long Branch 12·16 P. M. |
| 2·00 P. M. | Due Long Branch 6·03 P. M. |
| 3·30 " | Due Long Branch 6·54 P. M. |

The 7 A. M. and 3·30 P. M. lines run via Pemberton; 8 A. M. and 2 P. M. lines run via Freehold.

Palace Cars attached to 3·30 P. M. line.

Fare Philadelphia to Long Branch, $2·50.

7 12 5t W. H. GATZMER, Agent.

## INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address

REV. T. W. CATTELL,

7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.

OTIS BISBEE, A. M., Principal and Proprietor.

A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 7 16 stuthlm

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 16. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30tf

## BOOTS AND SHOES.

BARTLETT,

FINE CUSTOM-MADE

BOOTS AND SHOES.

Made on our improved Lasts, insuring Comfort Beauty and Durability.

No. 33 SOUTH SIXTH STREET,

1 13 thstuD31 ABOVE CHESNUT.

## FURNITURE.

RICHMOND & CO.,

FIRST-CLASS

FURNITURE WAREROOMS

No. 45 SOUTH SECOND STREET,

EAST SIDE, ABOVE CHESNUT,

6 1i PHILADELPHIA

FURNITURE

Selling at Cost,

No. 1019 MARKET Street.

4 18 3m G. R. NORTH.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk, and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,

No. 10 CHURCH Street (City Stores).

## AUCTION SALES.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

Sale at No. 1110 Chesnut street.

HANDSOME WALNUT PARLOR, LIBRARY, Chamber and Dining-room Furniture; Fine Brussels and Ingrain Carpets; 2 Rosewood Pianofortes; Large and Small Mantel and Pier Glasses; Suits of Cottage Furniture; Bookcases; Wardrobes; Sideboards; Office and Library Tables; Spring, Hair and Husk Mattresses; Paintings and Engravings: Garden Vases and Figures, made of Terra Cotra; Oleander, Fig, and Orange Trees, etc. etc.

On Friday Morning,

At 9 o'clock, at No. 1110 Chesnut street, will be sold, a very large assortment of well-made New and Second-hand Household Furniture.

Also, mirrors, pianos, mattresses, paintings, engravings, etc.

At 10 o'clock, will be sold, 2 oleanders, 1 fig, and 1 orange tree.

TERRA COTTA FIGURES, VASES, ETC.—At 2 o'clock, will be sold, an invoice of figures, vases, etc. etc. 17 20 2t

The furniture can be examined on Thursday.

Catalogues ready after 3 o'clock in the afternoon.

MARTIN BROTHERS, AUCTIONEERS.—(Lately Salesmen for M. Thomas & Sons.) No. 704 Chesnut st., rear entrance from Minor.

SALE OF MISCELLANEOUS BOOKS.

On Friday Afternoon,

July 22, at 4 o'clock, at the Auction Rooms, No. 704 Chesnut street, miscellaneous books from libraries.

DORE BIBLE.

Also, Dore Illustrated Bible in numbers. 1t

M. THOMAS & SONS, NOS. 139 AND 141 S. FOURTH STREET.

BY BARRITT & CO., AUCTIONEERS. CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. 11 24§

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.

T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

JOSEPH PENNEY, AUCTIONEER, No. 1307 CHESNUT STREET. [6 28 tf

IN LOUISVILLE, KY

GEORGE W. ANDERSON. H. C. STUCKY.

THOMAS ANDERSON & CO. (Established 1826).

AUCTIONEERS AND COMMISSION MERCHANTS, LOUISVILLE, KY.

Business strictly Commission. All auction sales exclusively for cash.

Consignments solicited for auction or private sales.

Regular auction sales of boots, shoes, and hats every Thursday.

Regular auction sales of dry goods, clothing, carpets notions, etc., every Wednesday and Thursday. [3 19 3m

## LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870

MAULE, BROTHER & CO.,

11§ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¾ SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill,

FIFTEENTH Street below Market.

ESLER & BROTHER,

PROPRIETORS. [4 29 3m

Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts.

A LARGE ASSORTMENT ALWAYS ON HAND.

## BUILDING MATERIALS.

R. R. THOMAS & CO.,

DEALERS IN

Doors, Blinds, Sash, Shutters

WINDOW FRAMES, ETC.,

N. W. CORNER OF

EIGHTEENTH and MARKET Streets

4 12 12m PHILADELPHIA.

## WATCHES, JEWELRY, ETC.

C. & A. PEQUIGNOT,

MANUFACTURERS OF

WATCH CASES,

AND DEALERS IN AMERICAN AND FOREIGN

WATCHES,

No. 608 CHESNUT Street.

MANUFACTORY, No. 22 South FIFTH Street.

WILLIAM B. WARNE & CO., Wholesale Dealers in WATCHES AND JEWELRY, S. E. corner SEVENTH and CHESNUT Streets, 3 25§ Second floor, and late of No. 35 S. THIRD St.

CLOCKS.

TOWER CLOCKS.

MARBLE CLOCKS.

BRONZE CLOCKS.

COUCOU CLOCKS.

VIENNA REGULATORS.

AMERICAN LOCKS

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 22 CHESNUT Street, Philadelphia. 1 wim§

# CITY INTELLIGENCE.

## OUR RIVER FRONT.

### The Appearance of the Delaware Wharves—The Arrival of Produce—Oysters—Merchantmen and Steamers.

Our Delaware wharves now present quite a lively appearance in all departments of river and ocean trade. The fruit and fish markets are in the height of their season, and produce of all kinds is now coming in briskly. At Dock street wharf peaches in any quantity can be found, and also corn, new potatoes, berries, tomatoes, apples, squashes, cucumbers, and numerous other articles. Tomatoes appear to be the most plentiful at present. At Pier 14 South Wharves, immediately above Dock street wharf, the sloop River Belle is unloading a large cargo of tomatoes, onions, apples, and watermelons, and on the opposite side of the same pier, another sloop and a lighter have just arrived, loaded entirely with watermelons.

Several fishing boats also lie at Dock street. Some of these have loads of halibut from the down river fisheries, and this morning the boat hands were busy chopping off the heads of these river sharks, ripping them open and removing the intestines, previous to exposure for sale in the markets. Large piles of the headless bodies were on the wharf, and another pile of the unsightly heads lay on the boat-deck ready to be taken away by whoever might want them.

The wharves of the Philadelphia Oyster Company, Pier No. 18 South Wharves, are now being extensively repaired, and the several offices thereon are being refitted in a superior manner. At this wharf there is quite a shoal of oyster boats, notwithstanding the fact that the months without the "R" are not favorable to the trade. A dozen or more boats are collected at this wharf, all fully loaded with oysters and clams.

The commercial carrying business is prosperous. The steamer Norman of the Norman outside line for Boston is loading at Pine street wharf, and will sail on Saturday next. The steamer J. W. Everman is two or three piers above the Norman, loading for Charleston, South Carolina, and will sail on Friday. Two large merchantmen at Pier No. 9 south, which is just above Walnut street, have lately arrived from foreign ports, and have discharged a cargo of foreign products, and will immediately load one of American exports. The wharves of the Camden and Amboy Company are full of merchandise, as usual.

Of the various packet boats, one is in port for the Providence and Boston Packet Line, the Whirlwind, a little black boat, and two for the Washington and Richmond Line.

The propeller John G. Shriver of Baltimore, via the Chesapeake and Delaware Canal, is loading at Pier No. 4 and will sail at 3 o'clock. The Wilmington daily packets are loading as usual, and their cargos exposed on the wharf embrace iron, paper, carriage springs, beer barrels, etc., etc. The Anthracite and the Tacony, two boats of the Swiftsure line to New York, are at present at the wharves of the company. The boats of the daily New York Express Line are at Pier No. 2, and the propeller Grant of the Albany and Troy Steam Line, via Delaware and Raritan Canal, has just discharged a miscellaneous cargo of cut marble mantels, hardware, etc.

The E. A. Burhard, sailing vessel, is lying loaded at Lombard street wharf, which wharf is filled with crude sugar in hogsheads. At the adjoining wharf is the Southern Cross. The propeller Experiment is between Walnut and Spruce street, discharging a large cargo of oil of vitriol in carboys, brought from the Tacony Chemical Works. The name of the carrying vessel is certainly appropriate to its cargo.

Abraham B. Hutton.—It is with feelings of deep regret that we announce the death of Abraham B. Hutton, the principal of the Pennsylvania Institution for the Deaf and Dumb. He was a graduate of Union College. Subsequently he became a student in the Theological Seminary at Princeton. Owing to an affection of the throat he was obliged to relinquish the study of divinity. In March, 1822, he entered the Pennsylvania Institution for the Deaf and Dumb as an assistant teacher. Here he had the good fortune to receive instruction from the distinguished Laurent Clerc, and made rapid progress in his profession. In this situation he continued until Mr. Lewis Weld, the principal, was called to take charge of the American Asylum at Hartford. Mr. Hutton was appointed the Principal on the resignation of Mr. Weld, on the 4th of September, 1830. His unceasing assiduity and untiring zeal to promote the welfare of the institution, and his successful management, gained for him a high reputation as an admirable teacher. But he was not satisfied with merely enlarging the minds of his pupils. He took the greatest pains in cultivating their moral powers, and in implanting the pure lessons of religion in their hearts. He was a pious son, an affectionate brother, a faithful friend, and a kind preceptor. He possessed a cultivated mind and a refined taste. His attainments in Natural Philosophy and Chemistry were very considerable, and he took great pleasure in scientific pursuits. His proficiency in drawing and engraving was such that had he made either of these arts his special study he would have obtained a high reputation. But to instruct the deaf mute in the most efficient manner was the great object of his life. To it he devoted all his energies, and the success with which his labors were crowned is the best evidence of his ability and fidelity. Such a man was Abraham B. Hutton. He died at the residence of his sister, at Stuyvesant, Columbia county, New York, on Monday night the 18th instant. He was on a visit to her during the vacation. His earthly remains rest with his kindred; his spirit has gone to his God.

The Washingtonian Temperance Society, No. 1, of Philadelphia.—This society was organized several weeks since in the Mariners' Bethel, Front street, below Christian. A meeting was held in the church corner Sixth and Federal streets, to consider the subject of providing a temporary home or shelter for the unfortunate victim of rum; and, instead of bitters, furnish him with a cup of coffee or tea, or, if medical aid is needed, furnish that also, and when restored to sense and reason get him to sign the pledge of total abstinence.

The society propose that every evangelical church in the city have, as soon as practicable, a branch of the Washingtonian Temperance Society organized, and that the subject of temperance be brought before the people at least once a month. The managers of the parent society are to be the ministers of the respective churches. The ministers to whom the plan has been submitted approve highly of the measure.

State House Row Improvements.—Workmen have for several days been engaged in improving the sidewalk in front of the State House Row. The old curb has been taken up and reset with a broad flag. A trench is now being dug for the accommodation of the drain pipes which are to be laid from Fifth to Sixth street. A slate pavement, one and three-quarter inches thick, will then be placed from the curb to the buildings. The old steps in front of the Mayor's and Receiver of Taxes' offices and in front of the entrance to Independence Hall will be replaced with granite blocks. When completed, the front of the State House will present quite a tidy appearance.

X. T. K.—This evening Mr. B. F. Duane, the X. T. K., will have a complimentary benefit at the Assembly Building, when he will appear in his musical *melange* entitled "Ninety Minutes in Kweer Kompany." Mr. Duane, it is almost needless for us to say, is a mimic of extraordinary ability, and his entertainment is something out of the usual line and infinitely amusing. The programme for this evening will present several novel features, and we can promise those who attend a very enjoyable performance. As the city is amusementless just at the present moment, Mr. Duane ought to have a crowded house this evening.

Singular Casualty.—Wm. Fischer, aged twenty years, was amusing himself yesterday at New Market and Green streets with snapping percussion caps with a hammer. A piece of one of the missiles struck a little girl in the neck and inflicted an injury of such a nature that her life is despaired of. Fischer was arrested, and given a hearing before Alderman Cohill, who committed him to await the result of the injury.

Picking Pockets.—A fellow giving the name of T. H. Vance has been held by Alderman Allison for picking pockets. He took passage in the Germantown cars, and shortly after leaving the depot he abstracted a pocket-book from the pocket of a lady. Being caught in the act, he jumped from the train and was pursued and captured. While running he threw the pocket-book away. It was recovered.

Base Ball.—The Athletic Base Ball Club of this city and the Maryland play to-morrow afternoon, on the grounds at Seventeenth and Columbia avenue. The Athletic will make their appearance in the new uniform, consisting of white flannel cap, shirt, and pants and blue and white stockings.

Attempted Suicide.—Ann Spear at an early hour this morning attempted suicide by jumping into the Delaware from Walnut street wharf. Policemen Vanderslice and Phillips were on the spot, and succeeded in rescuing her.

The Heat.—Thomas Brown fell at Eleventh and Lombard streets at half past 9 o'clock last evening, suffering from the heat. He was removed to his residence, No. 315 South Juniper street.

Still-born Infant Found.—The Schuylkill Harbor Police yesterday afternoon found the body of a still-born infant on the wreck of a canal-boat in the river near Market Street Bridge.

Drinking Fountain Damaged.—Yesterday afternoon an ice-cart ran against the drinking fountain located at Passyunk road and Shippen street. The fountain was badly damaged.

## JOHN AND SAMBO.

### Comparative Cost of Negro and Chinese Labor.

Some time ago, early in the planting season, says the New Orleans *Times*, our planters were much pressed for labor. What with the disorganization which always follows the Christmas holidays, and that great cause of disquietude on the plantations, the new demand for laborers on the railroads, the planters found their forces considerably reduced. Extraordinary efforts had to be made to procure hands to fill up the vacancies created by these causes. Among other plans, that of importing negroes from Virginia was resorted to. Many planters went to Virginia themselves, selected their hands, brought them on at their own expense, and set them to work on their plantations at the same rates given to their other laborers. Others procured them through brokers and agents. Several houses or firms were established in Virginia, which, through agents and brokers, have for some time carried on quite a brisk business. The following was the *modus operandi*:—A broker here would come to a planter, and ask if he did not want a good lot of first-class field hands. "Of course," was the reply. Then here is a telegram from H. & H. that they can supply you on the following terms:—You must advance the passage of the hands by rail, say $22, $2 a head for rations, $10 for commission and brokerage to the Virginia parties, and when they reach Kennerville the broker who receives them there must be paid $10 and $2 each passage money by steamboat to the plantation. Thus the cost per hand amounts to nearly $50 outlay before the hands arrive on your place or you have seen them. There are other expenses which increase this sum to nearly sixty dollars. And this you pay without any knowledge of the character of the hands you invest in, and with a liability to lose some, many, or all of them, after you have advanced the railroad fare and rations. You have no means of holding them to their contract or of reimbursing yourself. They may leave at any point they desire on the road, or they may prefer to contract with some one else after they get here. You have no remedy whatever; you have only helped a number of Virginia negroes to emigrate to a new field of enterprise and labor. How many young white men there are who would be deeply grateful for a like assistance! But the negro feels no such gratitude for the assistance rendered to him, and when he arrives here looks around and makes the best bargain he can. Thus it has happened that a good many thousand dollars have been thrown away by our planters. Few of them have been able to retain their hands. The very condition that their passage money should be reimbursed out of their monthly wages has encouraged this delinquency and bad faith on the part of the hands.

Then, again, the hands accepted and paid for as field hands here, the great majority of them, at least, proved to be not field hands and utterly unfit for the work on our plantations. Thus the whole system of importing our labor from Virginia has proved an expensive failure, and will be abandoned by anybody who ever tried it.

Compare this system with that which is now in full operation under the direction of General J. G. Walker, and of that enterprising firm O'Fallon & Hatch, for the importation of Chinese laborers from California.

The following are the terms on which this labor can be procured through the gentlemen referred to:—

1. Wages, $14 coin per month, payable monthly.

2. Employer to pay expenses of transportation from San Francisco, not to exceed $70 to $80 per head.

3. Term of service three years, commencing from date of laborer's arrival on the premises of the employer.

4. Laborer to buy his own clothing, pay his own medical bill, and lose time of sickness.

5. Extra work to be paid for at the current rates of the country.

6. Employer to furnish food and quarters.

Contracts upon the above terms can be made with responsible parties in California, who will give security that the men furnished by them will comply with their engagements.

In this latter condition the planter has a security which he cannot have in any contracts with negroes or others. Beside the known fidelity of the Chinaman to his engagement, there is the additional security of most responsible parties to reimburse the planter for his advances in case of any desertion or violation of contract. This is the chief merit and recommendation of this system, and gives great value to it. The constant uncertainty of our planters as to their laborers is the principal obstacle to large and energetic cultivation. Let any landowner or planter have an assurance that he can depend upon his laborer for three years, and there will be immediately communicated a powerful impulse to the cultivation of our great staples.

## ESCAPE OF PRISONERS.

### Daring Act of Convicts at Williamsport, Pa.

The Williamsport *Gazette and Bulletin* of the 19th instant says:—Four prisoners escaped from our county jail between one o'clock and daylight on Sunday morning. Their names are Thomas McCabe, awaiting trial on a charge of burglary at Muncy; John Heineman, awaiting trial on a charge of hiring a horse and not returning it; Arthur Kaighn and John Prescott, committed for burglary and robbing the house of Mayor Herdic. The management of the affair displays considerable skill, and shows that accomplices from the outside had furnished the prisoners with tools to work with. Prescott had managed to saw off a large bolt which locked his cell, and must have accomplished that work by closing the outer door, which is of solid oak, and sawed during the day, when not watched. This enabled him to reach through the grating with a stick and push the bolt of his door back and walk out. This accomplished, he released the other prisoners, whose doors were bolted but not locked, but could not be opened from the inside. A prisoner by the name of Coder, under a sentence for some misdemeanor, has had charge of the hall at night, and has been very faithful in seeing that all was right. The liberated prisoners went out to his cell, which was not locked, and threw a quilt over his head and face, so that he could not make the slightest noise.

On his struggling they held a revolver to his head, and told him if he made any noise they would kill him, and were about to gag him, when he said his mouth was sore from a wound received in the army, and it would kill him. They then placed a guard of three men over him, while a fourth proceeded to the grated window at the rear end of the second story hall, and commenced the work of sawing off a bar. When he became tired he would come and stand guard over Coder, while one of them would take his turn at sawing. The instruments used for this purpose were two old table knives made into saws by filing teeth in them. When the bar was sawed off, the prisoners tied whole sheets together, forming a rope to the ground or near it. They then tied Coder's hands and feet, put a towel over his mouth, and passed through the grated window and into the jail-yard. There they found a clothes line which they threw over the wall, securing the end on the inside, and made their escape.

Coder finding that they were out, crawled on his hands and knees and knocked at the door of another cell, the occupant of which gave the alarm, when Sheriff Piatt came to the scene to find that four of his boarders had left without paying their bills. The Sheriff was up at 1 o'clock and looked through the hall to see if all was right, and Coder did not go to sleep till half past 1. The escape was effected between half past 1 and half past 3 o'clock. The scamps had taken the precaution to turn the water on in the closets of the cells, so that the noise made by that would drown any made in the prosecution of their work. Of course all this could not be done without accomplices from the outside. Some one had conveyed them the knives for saws, a revolver, and a dirk—all from the outside, as the prisoners were searched when they were put in. Prescott concealed the tools in his cell by cutting a hole in his mattress and slipping them in when he was not at work. A reward is offered for their detection.

## THE PARADOL SUICIDE.

### Mons. Berthemy Telegraphs to Paris for Instructions.

M. Berthemy, the ex-French Minister, is in New York on his way to Europe, and had engaged passage to sail in the Lafayette on Saturday. The French Consul-General, on his behalf, sent word this morning to the agent of the line that he relinquished his state-room, though it was not certain that his departure would be delayed. He had telegraphed to Paris for instructions, which would probably arrive to-night or to-morrow.

M. Bellonet, the Secretary of Legation, to act under M. Paradol, has not yet arrived in this country. The only persons now in charge of the French Embassy at Washington are the Count de Turenne, an *attache* of the third class, and the Count de Pourtales, a young *attache* at large, without definite position.

M. Berthemy has been appointed the French Ambassador to Belgium, where his presence is much needed.

The late M. Prevost-Paradol remarked on his arrival here that a leading feature of his mission would be to negotiate a postal treaty with this country. The French Government, he said, desired to reduce its rates of postage, but could not lower them to the standard of United States charges, on account of the great expense of its Post Office Department. In this country, he said, letters in country towns and villages remained with the postmasters, and were called for by the recipients, while in France, every letter was carried to the individual to whom it was addressed, without reference to the isolation of his dwelling.

Mademoiselle Prevost-Paradol arrived here on Tuesday, and left last evening, it is said, on the boat for Newport. A despatch has been forwarded announcing the sad news of her father's death.

M. Berthemy, until advices from Paris, will act as French Minister at Washington.

M. Berthemy was with Paradol four days in Washington, and left him on Monday last, perfectly well, mentally and physically. Deceased, he says, had a well-balanced mind, and was of a cheerful and pleasant disposition. There were no pecuniary difficulties that he is aware of, nor any domestic trouble of any kind; he was a widower, about forty-two years of age, and has two children, who accompanied him to the country. M. Berthemy thinks it possible that the deceased may have been affected by the excessive heat which has prevailed at Washington, and which is so distressing to strangers. He cannot possibly advance any other theory.

## N. Y. MONEY MARKET YESTERDAY.

*From the N. Y. Herald.*

"The continued deferment of actual hostilities between the armies of France and Prussia is reflected in the steadier movement of the gold market to-day, although it was very feverish and unsettled between the limits within which it moved.

"A new influence, however, is now operating on gold and stocks, and its effects were the reason of a heavier market for both. Reference is had to the growing activity of the money market. The rate on call has been steadily advancing under the swelling proportion of the gold speculation and through a more widespread operation of that feeling, which is sensitive to financial disturbance, and withdraws capital from speculative regions whenever danger appears. The marking up of gold to 123 has created a demand for many millions of money, and the demand increasing as the lenders' confidence decreases there is a twofold reason for higher rates. Hence it was that the upward movement in gold to-day was checked in a great measure by the penalties of dealing in it, holders of gold being required to pay as high as 3-64 per day interest—equivalent to nearly 20 per cent. per annum. Doubtless, when the Gold Room is thus robbed of its attractions with the outside and numerous class of operators, the foreign bankers will find it less easy to get up a sensation on the next war bulletin.

"Hence it was that gold and stocks, again reversing their movements, showed a concurrent downward tendency to-day. The lowest price of gold was 121¼, made in the early forenoon, on the also exploded idea of large specie shipments, the amount sent to-day being only $2,680,000. From this point there was a rise—a small one, by the way—to 121⅞, on exaggerated reports of a decline in five-twenties in London, which were said to be down to 76. Later the suicide of the French Minister was made a pretext for an excitement which ran the price up to 122⅝. From this point it fell off to 121⅝ on the submission of bids for only $625,000 of the Government gold, the street inferring that the foreign bankers in refusing this opportunity of getting gold, which they argue to be so cheap at current prices, were no longer buyers but were ready to sell to the public. Later gold advanced to 122⅝ on the report that the Government had suspended its programme of gold sales, although nothing was known positively about the matter further than that orders had been received at the Sub-Treasury not to readvertise the balance of the million unsold to-day. The bids were all accepted and the gold awarded as follows, to the extent of $625,000:—$5000 at $122·40, $5000 at $122·01, $5000 at $121·79, $10,000 at $121, $500,000 at $121·50, $20,000 at $122·05, $30,000 at $121·40, $20,000 at $121·25, $30,000 at $120·50.

This influence disappeared as the afternoon wore on, and as no further news was received by cable the fear of high rates for carrying gold to-morrow led to a selling movement, under which the price declined to 121⅞@122 at the close.

"The rate on call ranged from five to seven per cent. The former was the very exceptional rate on loans with pledge of Government bonds. On stocks the rate was six to seven per cent. in the earlier portion of the day, with more doing at the latter figure, which in some instances was exacted in gold; but toward the close of banking hours there was a better supply of money and balances were offered at six per cent. In commercial paper there is little doing and rates show a hardening tendency, buyers being indisposed to purchase prime double-name acceptances at less than seven per cent."

## DIED.

*(For additional Deaths see fifth page.)*

Biddle.—At Havana, on the morning of the 18th instant, Sarah Frederika, wife of Thomas Biddle, in the 25th year of her age.

## PROPOSALS.

DEPARTMENT OF PUBLIC HIGHWAYS.
Office, No. 104 S. Fifth Street,
Philadelphia, July 21, 1870.

NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received at the Office of the Chief Commissioner of Highways until 11 o'clock A. M. on MONDAY, 25th inst., for the construction of a sewer on the line of Amber street, from the southwest curb-line of Setterly street, to connect with the sewer in Sergeant street. And on the northwest side of Girard avenue, from Vienna street to the southwest curb-line of Montgomery avenue. Said sewers to be constructed with brick, circular in shape, with a clear inside diameter of three feet, with such manholes as may be directed by the Chief Engineer and Surveyor. The understanding to be that the sewers herein advertised are to be completed on or before the 30th day of September, 1870. And the contractor shall take bills prepared against the property fronting on said sewer to the amount of one dollar and fifty cents for each lineal foot of front on each side of the street as so much cash paid; the balance, as limited by ordinance, to be paid by the city; and the contractor will be required to keep the street and sewer in good order for three years after the sewer is finished.

When the street is occupied by a city passenger railroad track, the sewer shall be constructed alongside of said track in such manner as not to obstruct or interfere with the safe passage of the cars thereon; and no claim for remuneration shall be paid the contractor by the company using said track, as specified in Act of Assembly approved May 8, 1866.

Each proposal will be accompanied by a certificate that a bond has been filed in the Law Department, as directed by ordinance of May 25th, 1860. If the lowest bidder shall not execute a contract within five days after the work is awarded, he will be deemed as declining, and will be held liable on his bond for the difference between his bid and the next lowest bidder. Specifications may be had at the Department of Surveys, which will be strictly adhered to. The Department of Highways reserves the right to reject all bids not deemed satisfactory.

All bidders may be present at the time and place of opening the said proposals. No allowance will be made for rock excavations, except by special contract.

MAHLON H. DICKINSON,
7 21 3t Chief Commissioner of Highways.

# THIRD EDITION

## AFFAIRS AT THE CAPITAL.

**The Suicide of M. Paradol.**

**Baron Gerolt in Washington.**

**Bids for Government Bonds.**

**Mr. Frelinghuysen and England.**

**Etc., Etc., Etc., Etc., Etc.**

### *FROM WASHINGTON.*

**The Stevens Battery.**

*Special Despatch to The Evening Telegraph.*

Washington, July 21.—It is understood that the Navy Department has ordered certain experts to examine the large floating iron battery now under construction at Hoboken, under the direction of General McClellan, with the view of purchasing it for the naval service.

**Rear-Admiral Lanman**

reports but little change in political affairs in Uruguay. Though there is not the same apparent excitement publicly expressed as heretofore, yet he is informed from a reliable source that the interests of the two parties are much nearer a solution than the public generally suppose.

**Admiral Porter**

is amused and surprised at the telegrams sent abroad that he had recommended the enlistment of eighteen thousand seamen, and for the President to call an extra session of Congress. He says it is true the navy ought to be greatly increased instead of being of reduced and weakened as it has been. But he has no intention of recommending the enlisting of men so long as the existing law does not authorize the increase, and as far as recommending the President to call an extra session is concerned, it has not been alluded to by him.

**Female Treasury Clerks.**

Under the new law passed at the late session of Congress, several ladies in the Treasury Department were yesterday promoted to first and second-class clerkships, to receive the same salary and stand the same on the lists as the sterner sex.

**Rear-Admiral Radford**

reports his arrival in the Franklin at the Downs, Eng., on the 5th inst., seventeen days from Lisbon, Portugal.

There was one case of varioloid on board, but upon the appearance of the disease steam was gotten up and he was soon cared for on shore. The Admiral, at the time of writing, had no war news to communicate. As soon as he is relieved by Admiral Glisson, who is now there, he will sail in the Franklin for New York.

**Respect to M. Paradol.**

The Secretary of the Navy has ordered a marine guard at the house of the late French Minister, out of respect to his position, and they will remain there until after the funeral.

**The President,**

with his family and his private secretary, General Porter, left this morning for Long Branch. He does not expect to return for a month unless there should be urgent public business.

**Mr. Frelinghuysen**

has written a friend here to the effect that he has not yet fully made up his mind to accept the mission to England. Neither the President nor Secretary Fish has received any information to the effect that he would accept.

**The Funeral of Mons. Paradol**

will not take place until the return of M. Berthemy from New York. The latter gentleman telegraphed to-day that he will not arrive here until to-morrow or next day. Paradol's children will be here to-night from Newport. Berthemy cannot leave New York until he hears from France, whither he has telegraphed for instructions.

**Southern Press Association.**

A meeting of Southerners of Republican persuasion was held here last night to form an organization for the purpose of counteracting Rebel press despatches from the South. They elected a number of Republican Congressmen officers of the association.

**General Sheridan**

is expected this evening on his way to Europe. He will receive some instructions from General Sherman relative to his European tour.

**Baron Gerolt.**

*Despatch to the Associated Press.*

Washington, July 21.—Some of the newspapers are mistaken in saying that Baron Gerolt is in New York. He will remain here. One of the members of the legation left here for that city on Friday last to attend to the interest of the North German shipping.

### *FROM CAPE MAY.*

**Death of General Leach—Illness of a Philadelphia Merchant—A Large Excursion.**

*Special Despatch to The Evening Telegraph.*

Cape Island, July 21.—The sudden death of General William A. Leach creates a profound sensation among his many warm friends here.

Harry Thomas, Esq., a wealthy iron merchant of your State, is very ill at the Stockton House.

The excursion of St. Francis' Church, at Fairmount, brought down about twelve hundred. It is a very pleasant and agreeable party.

### *FROM NEW YORK.*

**Proposals for Government Bonds.**

New York, July 21.—There were eighteen proposals for the purchase of Government bonds to-day, amounting to $4,072,250. The highest price was 108·30, and the lowest price 107. The awards will be about $1,000,000 at 107.

**Ship News.**

New York, July 21.—Arrived, steamship Anglia, from Glasgow, and City of Mexico, from Vera Cruz.

**Shipment of Specie.**

The steamship Abyssinia sailed to-day, with $833,000 in specie.

**New York Stock and Money Market.**

New York, July 21.—Stocks strong. Money active at 7 per cent. Gold, 121⅞. 5-20s, 1862, coupon, 108¼; do. 1864, do., 108¾; do. 1865, do., 108¾; do. 1865, new, 107⅝; do. 1867, 107⅞; do. 1868, 108¼; 10-40s, 106¼. Virginia sixes, new, 60; Missouri sixes, 89½; Canton Company, 60; Cumberland preferred, 35; New York Central and Hudson River, 94½; Erie, 22½; Reading, 95½; Adams Express, 65½; Michigan Central, 118; Michigan Southern, 92½; Illinois Central, 130; Cleveland and Pittsburg, 106; Chicago and Rock Island, 112⅝; Pittsburg and Fort Wayne, 92½; Western Union Telegraph, 34½.

**New York Produce Market.**

New York, July 21.—Cotton nominal; 300 bales sold; for middling uplands 20½c. was asked. Flour—7000 barrels sold; State, $5·50@7·75; Ohio, $6·25@7·60; Western, $5·50@7·60; Southern dull and heavy; sales at $6·40@10·25. Wheat unsettled at a decline of 2@3c.; 50,000 bushels sold, No. 1 spring at $1·54@1·55; Winter Red Western $1·55@1·57. Corn firmer without sales. Oats firm but no sales. Beef firm. Pork depressed; mess, $29·75; prime $22·50@24. Lard dull; steam rendered, 17@17½c.; kettle rendered, 17½c. Whisky firm at 109.

# FOURTH EDITION

## LATEST NEWS BY CABLE.

**Religious Aspect of the War.**

**The Neutrality of Austria.**

**NEWS FROM THE CAPITAL.**

**Important Railway Decision.**

**Etc., Etc., Etc., Etc., Etc.**

### *FROM EUROPE.*

**A Religious View of the War.**

Paris, July 21.—One of the journals of this city to-day accepts the war between France and Prussia as "God's intervention to check Protestanism."

**Austria's Neutrality.**

London, July 21.—The fact that Austria is ordering the movement of her troops for an extended field of manœuvres in Hungary, is accepted as proving the sincerity of her neutrality.

**Falling Off of American Emigration.**

Berlin, July 21.—It is estimated that the decline in the number of German emigrants to America this year will reach fully two hundred thousand on account of the war.

**The Bank of England.**

London, July 21.—It is said that a still further advance in the rate of interest in the Bank of England is contemplated.

**Ship News.**

Glasgow, July 21.—The steamship Europa, from New York for this port, was signalled off Moville this morning. The hull of the Sarah M. before reported waterlogged, entered this harbor in tow yesterday.

**This Afternoon's Quotations.**

London, July 21—1 P. M.—Consols 89⅜ for both money and account. United States 5-20s unchanged. 10-40s, 79. Stocks steady. Erie, 15½; Illinois Central, 101; Great Western, 21.

Liverpool, July 21—1 P. M.—Middling uplands cotton, 8¾d.; middling Orleans, 8⅞d. The sales for to-day will be 10,000 bales.

London, July 21.—Linseed oil, £31 10s. Calcutta Linseed quiet.

Havre, July 21.—Cotton closed quiet yesterday at 96 francs for both on the spot and afloat.

### *FROM WASHINGTON.*

**The Kansas Railroad.**

Washington, July 21.—The President has finally approved of the decision of Secretary Cox that the Missouri, Kansas, and Texas Railroad Company has the sole right to construct a railroad from Kansas across the Indian Territory to Texas. The decision of the Secretary of the Interior was based upon the fact that this road had arrived first on the southern boundary of Kansas, designated by law as the point where one railroad was authorized to enter the Indian country.

*Despatch to the Associated Press.*

**Customs Receipts**

for the week ending July 16 were as follows:—New York, $2,494,708; Boston, $369,045; Philadelphia, $190,536; Baltimore, $290,540; San Francisco, to July 2, $45,059. Total, $3,389,888.

### *FROM THE DOMINION.*

**The Canadian Fisheries.**

Toronto, July 21.—The boats and fishing tackle seized on the St. Lawrence river near Cornwall by the overseer of the fisheries are to be given up, according to the instructions from the Minister of the Marine Department. The order on the subject states that a circular is to be issued, instructing the Canadian overseers of the fisheries to make a distinction between foreigners fishing merely for pleasure and those fishing for trade. Foreigners will also, on application, be gratuitously furnished with printed permits, to be countersigned by the local overseers of the fisheries.

**A Perfect Tornado**

swept over this city last night, resulting in considerable damage to property. The rain fell in torrents. Some unfinished buildings suffered, as did many private residences.

### *FROM NEW YORK.*

**Storm at Rochester.**

Rochester, July 21.—A fearful storm visited this city last night. Several buildings were struck by lightning, but so far as known no person was injured. Three buildings were set on fire and destroyed.

**Fatal Accident.**

This morning a laborer named George Clare, at work in Powers' Block, was killed by one of the roof arches giving way and falling upon him.

### *FROM THE WEST.*

**German Meeting in St. Louis.**

St. Louis, July 21.—The Germans held another meeting last night. Mayor Cole and several prominent gentlemen spoke, and great enthusiasm prevailed. Resolutions expressing the deepest sympathy with Prussia were adopted. Considerable money was raised.

## LEGAL INTELLIGENCE.

**Closing Out.**

*Court of Quarter Sessions.*

Before Judge Paxson there is very little business to-day, there being but two prison cases tried, one a conviction for stealing a horn from the Robert Morris Hose Company, and another for stealing a purse from a man in search of a boarding-house. The list for the month is very nearly disposed of, and to-morrow the court will adjourn for the month.

Before Judge Ludlow, in the old court-room, a case charging a man with an outrage upon a woman is on trial. The jury will be discharged to-day, and to-morrow and Saturday will be taken up with miscellaneous business.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

| | |
|---|---|
| BETWEEN BOARDS. | |
| $1000 Leh Gold L... 88¾ | 100 sh Read R....c. 47⅝ |
| $500 City 6s. New.101½ | 200 do.....b30.47·81 |
| $1000 Pa R Con m bs reg... 98 | 400 do...ls.2d. 47⅞ |
| | 200 do..... 47⅞ |
| 100 sh Leh V R..... 57½ | 208 do.....c.47·56 |
| 17 sh O C & A R.ls 46 | 100 do.........47·69 |
| 200 sh Read R...ls.47·69 | 100 do......... 47⅝ |
| SECOND BOARD. | |
| $100 City 6s, New.101½ | 100 sh Read R..b10. 47¾ |
| 507 sh Penna R...ls. 57½ | 100 do.......c.47·69 |
| 300 sh Ph & E....ls. 25½ | 100 do......b5. 47⅞ |
| 100 sh Cata Pf...... 36¾ | 100 do..s60wn.47·53 |
| 280 do......ls. 36 | 100 sh Leh N St.b5. 33 |

HATS, TRIMMINGS, ETC.

**237 SOUTH STREET.**

GREAT BARGAINS IN STRAW, GIMP AND HAIR HATS, FOR LADIES AND MISSES,
To close out Summer Stock.
Sundowns, white, black and brown, 40 to 60 cents.
Ribbons, Crapes, Flowers, Ruches, Frames, etc.
Sash Ribbons, all widths and colors, 50, 60, 75, $1.
The best bargains of the season in Sash Ribbons.
We are receiving bargains from Auction daily.
MARKLAND'S
Store for good articles at low prices,
7 20 tuth3w] No. 237 SOUTH Street.
Ladies, notice—Trim your Hats while you wait.

## PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Post Office Department, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th days of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2¾ by 5½ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3⅜ by 5⅝ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3⅜ by 5⅝ inches—one quality.
No. 5. Extra letter size, 3⅝ by 6⅜ inches—three qualities.
No. 6. Extra letter size, 3⅝ by 6⅜ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅞ inches—two qualities.
No. 8. Extra official size, 4¾ by 10⅜ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9½ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such water-marks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed, and kept in order at the expense of the contractor. The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, glued on, each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes, to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, addressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts, and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:—

| | |
|---|---|
| Note size | 1,468,250 |
| Letter size, first quality | 69,467,500 |
| Letter size, second quality | 8,956,750 |
| Letter size, second quality (ungummed) | 3,618,000 |
| Extra letter size, first quality | 5,815,750 |
| Extra letter size, second quality (ungummed) | 454,000 |
| Official size | 569,900 |
| Extra official size | 3,100 |
| Newspaper wrappers | 4,936,250 |
| Total | 86,289,500 |

Within ten days after the contract has been awarded, the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions, and requirements set forth in this advertisement, according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds with good and sufficient sureties in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract, according to the provisions and subject to the liabilities of the seventeenth section of an act of Congress entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes," (United States Statutes at Large, vol. 5, page 256), approved August 26, 1842, which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated damages, to be sued for in the name of the United States in any court having jurisdiction thereof."

RESERVATIONS.

The Postmaster-General reserves to himself the following rights:—

1. To reject any and all bids, if, in his judgment the interests of the Government require it.

2. To annul the contract whenever the same or any part thereof is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfil the conditions thereof than the original contractor.

3. To annul the contract, if, in his judgment, there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department Envelopes or Wrappers inferior to sample.

4. If the contractor to whom the first award may be made should fail to enter into agreement and give satisfactory bonds, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required agreement and bonds are executed; and such next lowest bidder shall be required to fulfil every stipulation embraced herein as if he were the original party to whom the contract was awarded.

BIDS

Should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Newspaper Wrappers," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

JOHN A. J. CRESWELL,
12 eod 13t Postmaster-General.